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# The Hongkong Telegraph

FOUNDED 1865 NO. 22,352 六拜道 駕四月二英港 SATURDAY, FEBRUARY 4, 1928. 日三十

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## MADRAS MOB OUT OF HAND.

## ATTACK EUROPEANS: POLICE FIRE.

## ANTI-SIMON Hooliganism VERY SERIOUS.

## TROOPS CALLED OUT.

Madras, Feb. 3. Mobs got completely out of hand this morning, and seventeen were badly injured in the rioting, one man dying after admission to hospital.

The police attacked and dispersed the mob, but it re-assembled at the High Court, and, after much inflammatory talk by agitators, attacked Europeans in motor-cars.

The Secretary of the Imperial Bank was held up in his car which was completely smashed, while two police sergeants who went to the rescue were injured.

The situation has not yet been got under control and troops have been requisitioned.

### Caterers Looted.

The disturbances began when the demonstrating mob compelled a large caterers' shop to close by throwing stones, after which they over-ran the place, looting the contents.

Two Indian Deputy-Commissioners of Police arrived on the scene, dispersed the crowd and made two arrests.

The mob then swarmed round the gates of the prison demanding the release of the captives. The police were called out in a large body to disperse the crowd and after an exciting few minutes in the course of which eight policemen were injured, succeeded in driving them off.

### Two Europeans Assaulted.

The mob then gathered outside the High Court and among other things, set on fire the motorcar belonging to the Government Collector.

Mr. Phillips, the Chief Presidency Magistrate, and Dr. Panday came up with mounted police and four of the mob were arrested.

In spite of strenuous police efforts, the mob got completely out of hand, and continued to stone Mr. Phillips and Dr. Panday. Eventually the police were obliged to open fire, several of the crowd being wounded.

### Refugees Burned.

Bombay, Feb. 3. The hartal imposed is not affecting the European business quarter in any marked manner, but it is proved most effective elsewhere, very few shops deciding to open while very little business is being done. Vehicular traffic, to an almost entirely absent from the streets.

The Indian quarters are thronged with pedestrians, most of the mills and workshops being closed for the day.

A crowded meeting of students, held this afternoon, passed resolution denouncing the Simon Commission, while there was a similar demonstration this morning when the labourers got together and burned effigies of Mr. Stanley Baldwin, Lord Birkenhead, Sir John Simon, and Mr. Ramsay MacDonald.

In spite of the dense mobs and the work of agitators up to the present there have been no disturbances.

### Sir Charles Tegart Injured.

Calcutta, Feb. 3. Sir Charles Tegart, the Commissioner of Police, was slightly injured in the arm this morning, by riotous students, whom he was trying to persuade to disperse peacefully.

The students had gathered round the principal Presidency College in the morning and smashed windows, etc. by continual stoning of the premises. The students refused to depart when Sir Charles Tegart arrived, and proceeded to throw stones at him and other authorities present.

### Fixed Bayonet Patrol.

Finally, Sir Charles ordered out the military and set them to patrol. (Continued on Page 10.)

## BRITISH STEAMER EXPLOSION.

## SUSPICIOUS BAGS OF CORDITE AND GUNPOWDER.

### ONE MAN KILLED.

Ichang, Feb. 3. One member of the crew of the s.s. Klan was killed outright and another was badly burned when an explosion took place on board the ship.

After the explosion a search was carried out by an armed guard, which found that four bags of gunpowder, and one of cordite, had been put on board.

Whether this material was being carried as cargo, or had been put on the ship with the intention of causing an explosion, is not clear.

The s.s. Klan is owned by the China Navigation Company and flies the British flag. She call at Ichang on her usual Hankow-Yuchow and Sian-tan run via Yuchow.

### Consular Protest.

Chinese troops occupied the premises of the U.J.C., a British firm to-day, but withdrew on instructions from the local Commander-in-Chief.

It is reported that the 8th, 35th, 38th and 44th Armies are receiving

## "SAN NAM HOI" PIRACY ECHO.

### Six Alleged Participants Arrested.

Palkai, Feb. 3. The local military authorities to-day carried out a raid on the Seamen's Union, when twenty officials were arrested and taken to Kongmoon. They will be held for trial by a Military Court.

It is stated that among those arrested are six pirates who have been identified as having taken part in the San Nam Hoi piracy.—*Naval Wireless*.

ing money from Chiang Kai-shek so that they may become loyal to his cause.

Large numbers of ships are still arriving in Ichang from down the river.—*Naval Wireless*.

## MIDDLE YANGTSE FERMENT.

## BRIGANDS, BOYCOTTS AND SEIZURES.

### Wuhu, Feb. 3.

The Committee responsible for the inception of the anti-British boycott has decided to continue the boycott. The restrictions are to be rigidly enforced.

Little anti-foreign feeling is noticeable and the rest of the A.P.C. fuel which was seized recently has been returned on the instructions of the Commissioner of Foreign Affairs. This has recently been the subject of representations.—*Naval Wireless*.

### Jardine's Still Occupied.

Chinkiang, Feb. 3. With the exception of the premises of Messrs. Jardine, Matheson & Company, in which the Opium Bureau is housed, all property in the British Concession has been cleared of Chinese troops. The Concession was recently overrun and occupied by soldiers.—*Naval Wireless*.

Klikloung, Feb. 3. Brigand activity in the country districts around Klikloung is increasing, making the area unsafe.—*Naval Wireless*.

## RAIN OVER WEEKEND.

The Royal Observatory forecast till noon to-morrow is: North-east winds, moderate; overcast; some rain.

## COTTON INDUSTRY CRISIS.

## CONFERENCE ENDS IN DEADLOCK.

## UNIONS ADAMANT ON WAGES AND HOURS.

### A STRIKE POSSIBLE.

London, Feb. 3.

The crisis in the cotton industry was the subject of further conferences in Manchester to-day.

Representatives of the operatives' Unions stated that their attitude was unchanged.

Later.

The Cotton Conference in Manchester has broken down, there being a complete deadlock with regard to hours and wages.

### Serious Position.

Later.

The position in the cotton industry is most serious. The next step rests with the employers, but a ballot by either side would possibly decide whether the employers are to enforce the new wages and hours or whether the operatives will strike.

The operatives are expected to consult the Trades Union Council.—*Reuter*.

### The Main Issues.

A great concerted effort to remedy the grave depression in the Lancashire cotton industry began at Manchester on January 17th when forty representatives of the employers and one hundred representatives of the half million workers went into joint conference to consider the employers' proposals.

The workers' were present as the result of an invitation from the employers, and the proceedings were private. The proposals to reduce the costs of production, as framed by the Employers' Association, included a 12½ per cent. reduction in wages and an increase in working hours from forty-eight to 52½ weekly, the reorganisation of the finances of the companies, which are over-capitalised as the result of the post-war boom, and the reduction of taxation and financing charges.

After the opening of the Conference, Mr. Bell, the Secretary of the United Textile Factory Workers' Association, stated that they had given the employers to understand that in no circumstances whatever, could they agree to consider the recommendation of increased hours and decreased wages.

The workers' representatives frankly stated that they were prepared to co-operate with any effort to improve the trade. They asked the employers to consider seriously the elimination of the proposals in regard to hours and wages, and to substitute a joint request to the Government to establish a Statutory Committee with full powers to enquire into all factors of cost and production.

Large numbers of ships are still arriving in Ichang from down the river.—*Naval Wireless*.

## CHIANG KAI-SHEK'S POSITION.

## OPEN HOSTILITY BY PEI CHUNG-HSI.

### London, Feb. 3.

Neither the Wuhan or Canton parties were represented at the Fourth Plenary Conference which opened at Nanking on Thursday.

It seems likely that these parties will ignore any decisions which the Conference might arrive at. Chiang Kai-shek is apparently trying to force the Wuhan leader to combine with Nanking in the Northern expedition.

A report is current that the troops of Yih Kai-shing, one of the loyal commanders of Chiang Kai-shek, have been disbanded by the forces of Pei Chung-hsi. The latter is believed to be suspicious of Yih Kai-shing's intentions.

The disarming of Yih Kai-shing, one of the loyal commanders of Chiang Kai-shek, who as a counter move, has ordered Tao Yuan to leave immediately for Nanking to intercept Pei Chung-hsi. It seems unlikely that the latter will bring his troops back into Kiangsu.—*Naval Wireless*.

## WAR ON SWABIAN COMMUNISTS.

## CANTON ORDERS ACTION BY TROOPS.

## DIVISIONS IN FIELD.

## IMPRESSIVE ABBEY SERVICE.

## SILENT REVERENT CROWDS THROUGH STREETS.

## THE LAST TRIBUTES.

London, Feb. 3.

The funeral of the late Field Marshal Earl Haig to-day may be said to have been marked by three distinctive phases.

At first, the late Field Marshal's family and friends joined at Saint Columba's Church, where he had worshipped in a homely act of devotion.

The remains were then borne

to Westminster Abbey with

wonderful military pageantry

through silent reverent crowds of

the general public who must have numbered at least a million persons.

The third phase was the service

in Westminster Abbey, which contrasted strikingly with that which had preceded it at Saint Columba's Church.

In the Abbey, the last tribute

was paid to Earl Haig, the soldier

by high officers of the nation's

forces, statesmen, politicians,

distinguished men and women of

every sphere of national life and

representatives of foreign states.

To complete the rout of the "Ironside" remnants in Fukien and Kiangsi, the Canton Government is stated to have telegraphed to General Chu Pei-teh, the

fourteen pallbearers included Marshal Foch and Marshal Petain of France, General Baron de Ceuinck of the Belgian Army, Earl Jellicoe, Earl Beatty, Lord Methuen, General Sir Ian Hamilton, Air Marshal Sir Hugh Trenchard, and other eminent officers who had led British arms.

Behind the pallbearers walked

the Prince of Wales, the Duke of York, Prince Henry and Prince Arthur of Connaught.

The Pall-Bearers.

The coffin was carried into the Abbey by troopers of the Royal Horse Guards.

The fourteen pallbearers included Marshal Foch and Marshal Petain of France, General Baron de Ceuinck of the Belgian Army, Earl Jellicoe, Earl Beatty, Lord Methuen, General Sir Ian Hamilton, Air Marshal Sir Hugh Trenchard, and other eminent officers who had led British arms.

Large Kwangs reinforcements

have been despatched to Swatow

and Chaochow following the general retreat of the "Ironside"

appear to have concentrated in south Fukien and Li Chai-sum has

ordered the return to Fukien of a large detachment of General Chan Ming-shiu's troops.

These are the 11th Nationalist Army which only

recently came from Fukien to assist Li Chai-sum.

Large Kwangs reinforcements

have been despatched to Swatow

and Chaochow following the general retreat of the "Ironside"

The 3,000 troops accompanying

General Wang Shao-hung, will be

distributed in Taipusien and

vicinity, on the border of Fukien

and Kwangtung.

A mass of wreaths was sent to the Abbey, mostly of Flanders poppies, and included those of the King of Italy, and the Yugoslav and Hungarian armies.

Another ex-enemy tribute was that the flag at the German Embassy was half-masted.

Places were reserved for many

disabled ex-service men inside

and outside the Abbey, also at the

Scottish Church of St. Columba's,

where the remains have been lying

in state, and from where the procession started to the Abbey.

The coffin was borne on the same

gun carriage whereon the un-

known warrior's body was taken

to the Cenotaph, escorted by a mile



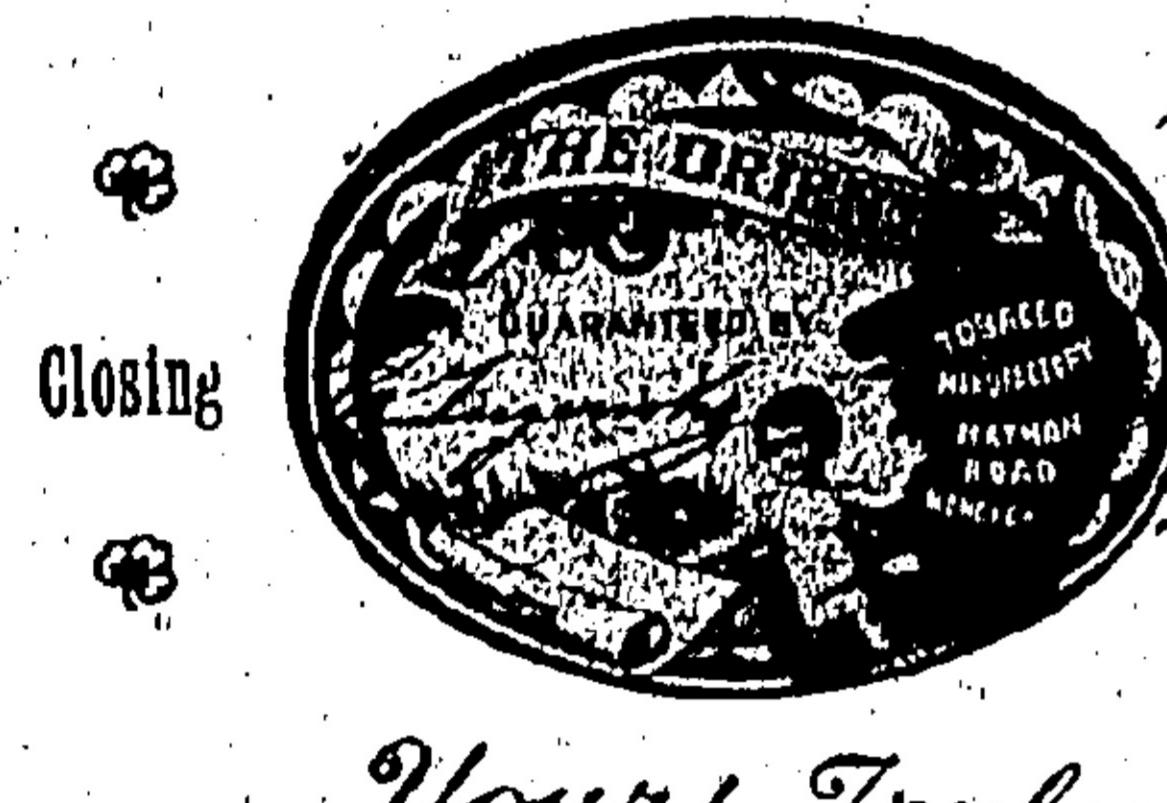
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**SCOTT'S**  
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### PIRACY CHARGES.

#### RESUMED HEARING OF SHAUKIWAN CASE.

At yesterday's resumed hearing of charge of piracy of a Shaukiwan trading junk and of the theft of a cargo of pigs, an old fisherman from Pei Tai O was called as a witness. He is the father of the man occupying the position of the fourth accused in the case, and was described by the police as being poor of understanding.

Inspector Murphy said with respect to the part played by this witness, that the plea of compulsion would be advanced, but he could not see how this could be, as at one stage the opportunity was open to both the witness and his accused son to report the matter to the police.

Giving evidence, the old fisherman said that in the early morning of the 26 of last month, he was roused from sleep by his son (the fourth accused) who said that robbers had taken away their junk for the purpose of shipping pigs. He went to the bench, where he and his son were pressed into service by the second and third accused, who were waiting, and made to row the whole party out in a sampan to their fishing junk, which had been sailed out and was then anchored some distance from the Bay.

Asked what he found on the junk when he got alongside, witness caused some amusement by naively replying "sails." Correcting himself, he said that a consignment of pigs had been loaded on to the junk.

#### Was it Wages?

Part of this cargo, amounting to 24 head, was transferred to the sampan to be taken to Shaukiwan. On arrival, the third accused went ashore in advance, and after having arranged a sale with the Sing Cheong firm of pig-dealers, directed that the boat be brought round to a point lying between the local Police Station and the Fortress. Here, the cargo was landed and delivery was later taken by the factors of the Sing Cheong.

Continuing witness said: I saw \$40 being paid to my son by the third accused.

Question in regard to the nature of the payment, witness insisted that his son was being paid his "wages."

His Worship viewed "being paid for his trouble" as being a more satisfactory explanation.

His Worship: So on your own admission, you were an associate, an aider and abettor of robbers. You were quite prepared to take their money?—It was my son. He was held up first.

Quite ready to make \$40 out of it, were you not?—It was paid to my son as wages.

The hearing was adjourned.

### HELD FOR RANSOM.

#### RED SPEARS CAPTURE MISSIONARIES.

Peking, Feb. 3. It is reported from Tsingtau that the Red Spears have captured a party of German Catholic missionaries at Puli, on the Shantung coast, south of Kiaochow Bay, and are holding them for ransom, demanding \$60,000.—Reuter's American Service.

### RE-DISCOUNT RATE.

#### FEDERAL RESERVE BANK INCREASE.

New York, Feb. 2. The Federal Reserve Bank has increased its re-discount rate to four per cent.—Reuter's American Service.

### NEW BUS ROUTES.

#### THREE SCHEDULES DRAWN UP BY POLICE.

The following new motor bus routes in the New Territory for the China Motor Bus Co., the Kowloon Motor Bus Co. Ltd., and the Kai Tak Motor Bus Co. Ltd., have been drawn up by the Police.

For the China Motor Bus Company: 1st Route, from the Star Ferry to Shumshui po via Nathan Road; 2nd Route, from Star Ferry to Kowloon City via Hung Hom to Kowloon City; 11th Route, from To-kwan-wan to Shumshui po via Hung Hom, Jordan Road, Yau-mati Ferry, Wharf, Shanghai Street, Canton Road to Shumshui po; 12th Route, from Star Ferry to Shumshui po via Canton Road, Shanghai Street, Prince Road to Kowloon City.

For the Kowloon Motor Bus Company: 2nd Route, from Star Ferry to Lai-chik-lok via Nathan Road, Lai-chik-lok Road to Lai-chik-lok; 6th Route, from Star Ferry to Kowloon City via Nathan Road to Prince Road to Kowloon Tong; 10th Route, from Star Ferry to Kowloon City via Canton Road, Shanghai Street, Prince Road to Kowloon City.

For the Kai Tak Motor Bus Company Ltd.: 3rd Route, from Star Ferry to Kowloon City via Chatham Road, Hung Hom to Kowloon City; 4th Route, from Yau-mati to Kowloon City via Hung Hom; 5th Route from Yau-mati to Hung Hom.

Pending the arrival of the new cars of the Kai Tak Company the 3rd and 5th routes will be run by the vehicles of the China Motor Bus Company while the Kowloon Motor Bus Company will run also on the 4th route.

The above new routes will come into effect on April 1.

### DISASTROUS FIRES.

#### TREMENDOUS DESTRUCTION IN AMERICA.

Boston, Feb. 3.

The business quarters of Fall River was devastated by a fire which started at the Pocasset Mills. Fanned by a gale, the flames spread very rapidly.

Eighteen blocks, covering half a square mile, were practically razed. The damage is estimated at least \$25,000,000. Forty buildings were destroyed, including two hotels, three theatres, two newspaper plants, four banks, the Court House and several large department stores.

Eleven firemen had to be sent to hospital and 260 others suffered minor injuries. The cold weather handicapped the fire-fighters, 500 of whom were called in, including detachments from eight neighbouring cities.—Reuter's American Service.

Locomotive Shops Destroyed.

Connellsville, Penn., Feb. 3. Damage of over \$3,000,000 was done by a fire which destroyed the Baltimore and Ohio Company's locomotive shops.—Reuter's American Service.

### TROOPS DESERTING.

#### FALL IN VALUE OF FENGPIAO.

Peking, Feb. 3. The fall in the value of the fengpiao is allegedly responsible for the desertions in the Heilungkiang forces in Manchuria, which are paid in that currency. One body of 100 cavalry deserted with the intention of joining a gang of bandits, despite the efforts of 600 loyal troops to round them up.—Reuter.

## TIENTSIN, INDIAN and PERSIAN CARPETS.

Now Showing in Great Variety at Chellaram's.

An opportunity to purchase beautiful carpets in all sizes at reduced prices.

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Right Opposite Queen's Theatre.



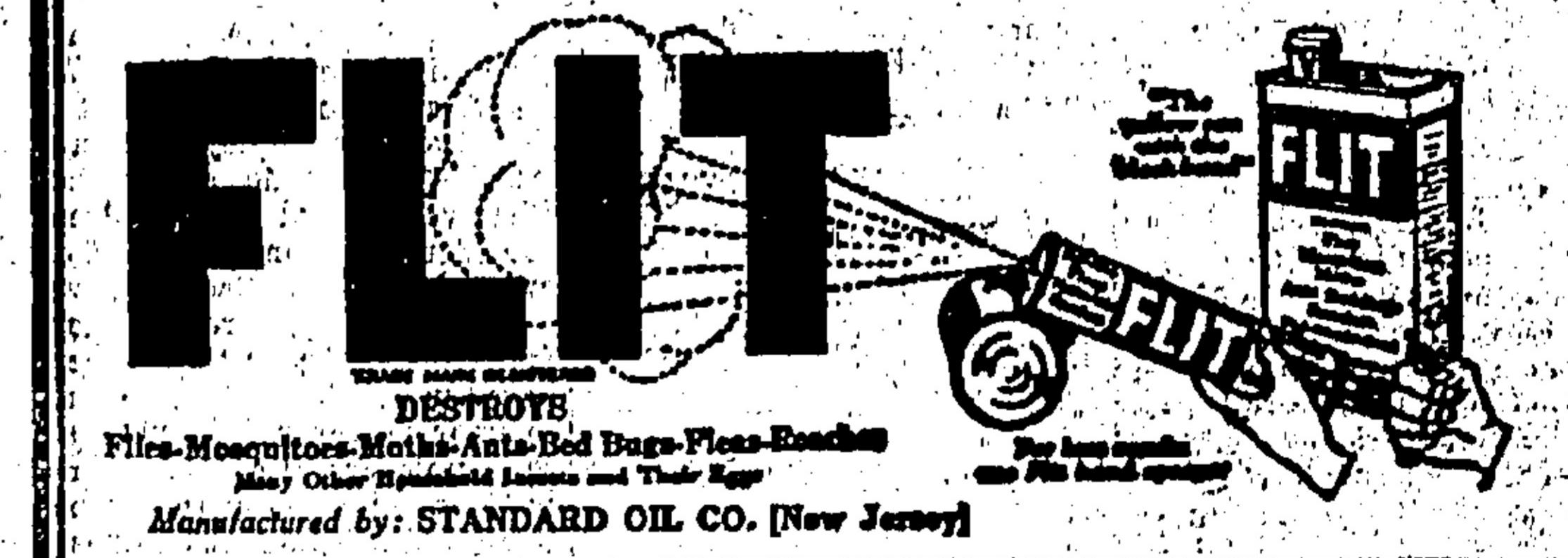
## Mosquitoes Bring Disease Into Your Home

Destroy the mosquito, the trididous enemy of man.

**MOSQUITOES** are more than pests. They are a menace to your loved ones. Mosquitoes carry malaria, and many other deadly fevers and diseases right into your home, direct to your body.

Flit spray clears the house in a few minutes of disease bearing flies, mosquitoes, bed bugs, cockroaches, ants, moths, fleas and silverfish. It searches out the cracks where insects hide and breed, destroying their eggs. Flit spray kills moths and their larvae which eat holes. Extensive tests showed that Flit spray did not stain the most delicate fabrics. Flit is clean and easy to use, death to insects but harmless to mankind. It is economy to use Flit and avoid disease. For sale everywhere.

Sale Agents for China: MUSTARD & CO., LTD.



Large cotton-producing areas of Uganda will be provided with a direct outlet to the coast when the Tororo-Jinja extension of the Kenya and Uganda Railway is opened.

Major-General Sir Maurice P. C. Holt, D.S.O., and Major-General Sir Samuel G. Guise-Moore have been appointed Colonels Commandants Royal Army Medical Corps. Melbourne Hebrew congregation have sold their synagogue in Bourke-street, Melbourne, privately for £52,000, and a new synagogue will be built on another site.

### So Forgetful

SAY! YA HELPED YOURSELF TA MATCHES AN CRACKERS AN' NOW YOU'RE HITTIN' UP TH' CHEESE! MEbbe you'd like ta have me run out an' get a paper for ya to READ, TOO?

NAUGHTY, NAUGHTY, HANDS OFF!

SUIT YASELF! BUT YOU'LL HAFTA READ IT TA ME! I LEFT MY GLASSES TA HOME!

LAST PINT!

By Small





The Hongkong Interport golf team which defeated Manila and lost to Shanghai. (Photo: Ming Yuen).



Manila's representatives in the triangular golf interport. They lost to Hongkong, but defeated Shanghai. (Photo: Ming Yuen).



Group showing H. E. the Governor among the Interport golfers and supporters at Fanling. Manila's crocodile mascot is shown in the foreground. (Photo: Ming Yuen).



Sign: Morris, who makes a bid for the Colony's middle-weight championship tonight at the Lee Theatre. A very fine programme has been arranged.



These are the Shanghai golfers, who lost to Manila and defeated Hongkong. (Photo: Ming Yuen).



Goso Pintos da Silva, to appear in the Hongkong ring for the first time to-night. He meets Sign: Morris for the middleweight championship of the Colony.



There was a smart turn-out by the Hongkong Police Reserve on Tuesday last. The C.S.P. (the Hon. Mr. H. D. C. Wolfe, O. M. G.) is seen inspecting the Chinese Company, accompanied by Mr. T. C. Mow Fung. (Photos: Mee Cheung).



## *Tricoline* Shirts

Rich silk appearance is expressed in shirts made from this cloth and a standard of quality has been created with which no other silk-like shirts can compare.

A smart range of plain colours, also white, with self stripes. Collars to match, of course.

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MEN'S WEAR SPECIALISTS  
ALEXANDRA BUILDING. DES VOEUX ROAD

## BURGUNDIES.

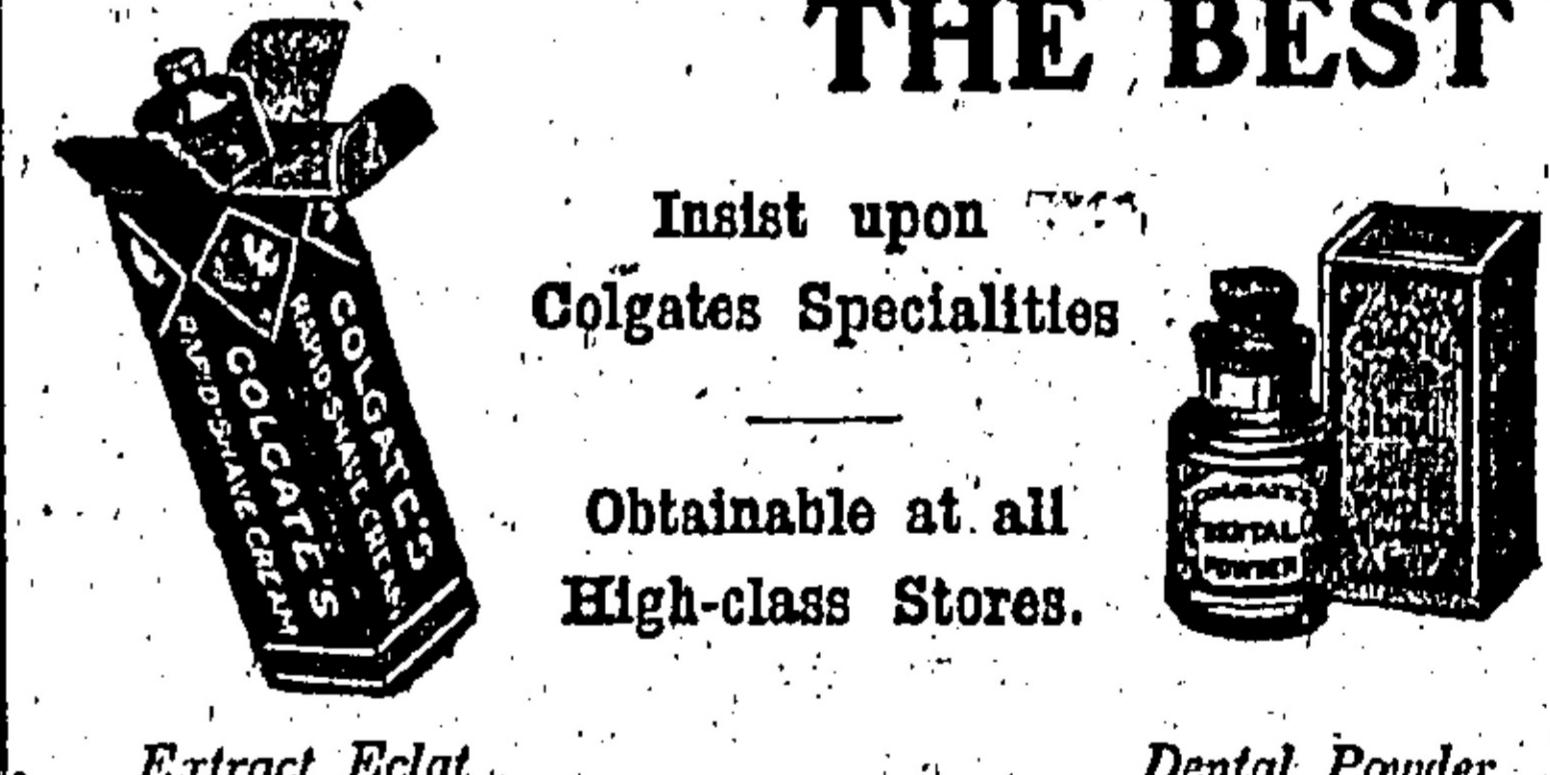
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500 Yards.

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Slightly shop soiled. Usual Prices \$157.

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**FAMILY HOTEL**—Victor's Gardens. Quiet apartments and Suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

### WANTED.

**WANTED TO BUY OR LEASE**—A Swimmers' MATSHED at Repulse Bay Beach. State price and terms to Box No. 317, care of "Hongkong Telegraph."

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**IMMEDIATE POSSESSION**  
Second Floor of  
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Moderate Rental, all conveniences, lease if desired  
APPLY—Manager.  
Whiteaway, Laidlaw & Co., Ltd.

### PREMISES TO LET.

**TO LET**—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

**TO LET**—Office Rooms 2nd Floor, New Hongkong Bank Building. Apply Sung Kee, same building.

**TO LET**—Asiatic Building. One office room to be sub-let. Apply Pearson, 2nd floor, Central 4929.

**TO LET**—Upper flat, furnished 6, Basilea Lyttleton Rd., from 1st May, 1928. Apply Box No. 316, care of "Hongkong Telegraph."

**COMMODIOUS OFFICES** to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoan and Company, Ltd.

**TO LET**—In private house very convenient for business people furnished rooms with or without food. Home comfort. Apply Box No. 314, care "Hongkong Telegraph."



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## NEW ADVERTISEMENTS

### THE DIOCESAN BOYS' SCHOOL.

The School has moved from the Temporary Premises to its own buildings, recently the General Hospital.

School will reopen on Monday, February 13th at 9 a.m. New Boys should attend on Saturday, February 11th, at 9 a.m. The Office will be at the School Buildings from Monday, February 6th Telephone Kowloon 777.

Applications for Prospectus etc should be addressed—The Bursar, The Diocesan Boys' School, P. O. Box 33, Hongkong.

Rev. W. T. FEATHERSTONE,  
M. A. OXON,  
Headmaster

### HONGKONG TRAMWAYS LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY GENERAL MEETING of Hongkong Tramways Limited will be held at the offices of Messrs. Jardine Matheson & Co., Ltd., Hongkong, on Monday, the 27th day of February, 1928, at 12 o'clock noon to transact the ordinary business of the Company.

AND NOTICE IS HEREBY ALSO GIVEN that the REGISTER OF MEMBERS of the company will be closed from MONDAY, 13th to MONDAY, 27th FEBRUARY, 1928, both days inclusive.

By Order of the Board.  
W. F. SIMMONS,  
Secretary,  
Hongkong, 4th February, 1928.

### THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

### NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND EIGHTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4a, Des Voeux Road, on TUESDAY, 28th February, 1928, at NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 15th February, to TUESDAY, 28th February, 1928, both days inclusive, during which period no transfer of shares can be registered.

By Order  
of the Board of Directors,  
JOHN ARNOLD,  
Secretary,  
Hongkong, 4th February, 1928.

### CONVITE.

A Comissão Directora e Membros do Clube de Recreio tem a honra de convidar a Comunidade Portuguesa desta colónia para assistir à inauguração do seu novo edifício em King's Park, Kowloon, no sábado, 4 de corrente, as 15-1/2 horas. Ao acto de inauguração presidirá S. Exa o Sr. Governador de Hong Kong, Sir Cecil Clementi, K.C.M.G.

FRED A. XAVIER,  
Secretary,  
Kowloon, 3 de Fevereiro de 1928.

### ST. STEPHEN'S COLLEGE.

#### PROSPECT PLACE, BONHAM ROAD.

School will reopen Feb. 8th. Examination for New Students, Tuesday, February 7th at 9.30 a.m. For Prospectus, for Boarders and Day-boys, apply.

### ST. STEPHEN'S COLLEGE,

#### Prospect Place.

### HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE is hereby given that the Annual Ordinary General Meeting of Shareholders in this Company will be held at the Hongkong Hotel, Hongkong, on Thursday, the 9th February, 1928, at 11 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1927.

The Transfer Books of the Company will be closed from Wednesday, 1st February to Friday, 10th February (both days inclusive), during which period no transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 25th January, 1928.

### HONGKONG JOCKEY CLUB.

#### RACE MEETING, 1928

13th, 14th, 15th & 16th February.

#### MEMBERS' BADGES.

Members' Badges of Admission are now ready and may be obtained by those members who have not already received them, from Messrs. Linstead & Davis, Alexandra Buildings from Monday, February 6th Telephone Kowloon 777.

Applications for Prospectus etc should be addressed—The Bursar, The Diocesan Boys' School, P. O. Box 33, Hongkong.

Rev. W. T. FEATHERSTONE,  
M. A. OXON,  
Headmaster

### LAMMERT'S AUCTIONS

#### PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 7th February, 1928,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Large Quantity of Valuable Household Furniture

comprising:—

Teak Hatstand, Bookcases, Desks, Chesterfield Couch and Armchairs, Glass Cabinet, Carpets, Rugs, Pictures, Ornaments, etc., etc.

Teak Dining Tables, Dining Chairs, Sideboards with Bevelled Mirrors, Dinner Waggon, Ice Chest, Glass Ware, Crockery, Kitchen Utensils, etc., etc.

Teak and Iron Bedsteads with Mattresses, Wardrobes with and without glass doors, Teak and Camphorwood Chest of Drawers, Dressing Tables, Marble Top Washstands, Side Tables, Toilet Sets, etc.

also

A Few Pieces of Blackwood Furniture.

and

One Cottage Piano by Brinsmead and Sons.

Two Cottage Pianos.

One Piano Player.

One Victrola.

Four Gramaphones.

One Underwood Typewriter.

One Perambulator.

A Quantity of Coloured Grass Mats.

1 Motor Cycle with Sidecar by Harley Davidson.

1 Moving Picture Machine in Trunk.

1 Astronomical and Terrestrial Telescope with Accessories by Aitchison & Co., Ltd.

Catalogues will be issued.

On View from Monday, the 6th February, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

### CHURCH NOTICES.

#### Septuagesima Sunday.

#### TO-MORROW'S SERVICES.

St. John's Cathedral, Hongkong, February 5th, 1928. Septuagesima Sunday, Holy Communion, 8 a.m. Children's Service, 10 a.m. Matins, 11 a.m. Preacher: Rev. W. R. Cannell, Holy Communion, 12 noon. Evensong, 6 p.m. Preacher: The Dean. The Rev. H. V. Koop will be licensed by the Bishop of Victoria Hongkong as Assistant Chaplain of St. John's Cathedral during Matins. Social Gathering in the Cathedral Hall after Evensong.

Employers are requested to distribute them with discrimination, and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.

Any persons found loitering about with Servants' Passes in their possession will forfeit the same and will be removed from the enclosure.

By Order,

C. B. BROWN,  
Secretary.

### NAVY LEAGUE.

(Hongkong Branch).

The Annual General meeting of the Navy League will be held on Wednesday, 8th February, at 5.30 p.m. in the board-room of Messrs. Jardine Matheson & Co., Ltd. (by kind permission).

All members are cordially invited to attend.

L. M. WHYTE,  
Hon. Secretary,  
Hongkong, 1st February, 1928.

### GETZ BROS. AND CO.

#### SAN FRANCISCO, U.S.A.

Announce

the Appointment of the

### HONGKONG AMERICAN TRADING COMPANY.

With offices on the 4th Floor of Kai Ming Building, 6, Queen's Road Central, as their exclusive Agents for The Colony of Hongkong the Cities of Canton and Shamen, China and the Portuguese Colony of Macao. Commencing as of January 25th, 1928, and further announce that as from the 25th January, 1928, their former Agents GETZ South China Trading Company will undertake no new business on their behalf.

Hongkong, Jan. 25, 1928.

MISS SIGGINS, C.S.M.M.G. (Chartered Society of Massage and Medical Gymnastics London.)

Massage, Medical Electricity.

Remedial Exercises.

DODWELL & CO., LTD.

Apply Helena May Institute.

### PUBLIC AUCTION

#### PARTICULARS AND CON-

DITIONS OF SALE

#### OF THE

#### VALUABLE LEASEHOLD

PROPERTY

Situate in the Peak District

In the Colony of Hongkong,

and

REGISTERED IN THE LAND

OFFICE AS THE REMAINING

PORTION OF RURAL BUILD-

ING LOT NO. 2 TOGETHER

WITH THE DWELLING HO-

USE THEREON KNOWN AS

"FUNG SHUI"

To be Sold by

#### PUBLIC AUCTION

on THURSDAY,

the First day of March, 1928,

at 3 o'clock p.m.

At their Sales Room, Duddell Street.

REGISTRATION

on WEDNESDAY,

the 28th February, 1928,

from 10 a.m. to 12 noon.

TERMS AND CONDITIONS

OF PURCHASE

BY BIDDING

## UNIVERSITY ROUTE TIME TABLE.

LEAVING BLAKE	LEAVING UNIVERSITY
7.30 a.m. to 8.00 a.m. Every 15 minutes	8.00 to 8.15 a.m.
8.00 a.m. to 10 a.m. " 7½ "	8.15 to 10.15 a.m.
10 a.m. to 12 noon " 15 "	10.15 a.m. to 12.15 p.m.
12 noon to 2.00 p.m. " 7½ "	12.15 p.m. to 2.15 p.m.
2.00 p.m. to 4.00 p.m. " 15 "	2.15 p.m. to 4.15 p.m.
4.00 p.m. to 8.30 p.m. " 7½ "	4.15 p.m. to 8.45 p.m.
8.30 p.m. to 11.30 p.m. " 15 "	8.45 p.m. to 12 Mid

## THE HONGKONG HOTEL GARAGE.

(THE HONGKONG &amp; SHANGHAI HOTELS, LTD.)

February 1st, 1928.



"CASCADE"—pure malt and hops, made in accordance with the pure food laws of Canada!

Do Not Accept cheap Beers, often containing injurious chemicals! Insist on Cascade—the "Beer without a Peer."

Everyone sells it!

FOR  
SPORTS OF  
ALL SORTS



SINCERE'S  
offer  
Unexcelled Equipment  
At Unbeatable Prices.

Tennis Rackets  
Restrung  
To Satisfaction.

Power-full  
SOCONY GASOLINE

IF YOU'VE ANYTHING  
TO SELL  
ANNOUNCE IT

J. E. HANCOCK  
Publicity Agent  
and  
Commercial Artist.

4th Floor Morning Post Bldg.  
Tel. C. 4781.

## DEFENCE OF DIALECT SPEECH.

## ORAL TEST FOR ENGLISH ADVOCATED.

A spirited defence of dialect speech by Sir Michael Sadler was the feature of one of the meetings recently in connexion with the Educational Conferences now being held at University College.

This meeting was held under the auspices of the British Drama League, and its purpose was to discuss the advisability of introducing an oral test for English into the General Schools Examination. It was pointed out that in that examination there are oral tests in French and German, if these languages are taken, but there is none in English.

Sir Michael Sadler, taking part in the discussion, said the art of speaking intelligibly, pleasantly, with the right rhythm and colour of tone, gave great pleasure, not only to those who listened but to the performer himself, and had a real intellectual influence on those who practised the art.

What was going to be the effect of the B.H.C. on our standards of speech? No one could listen to Mr. Rex Powell or one of his colleagues without wanting to copy them. He suspected that the effect would be just that of good shop windows on people's taste.

## The English Liturgy.

In this generation people had rather less opportunity of hearing beautiful speech than in that of our grandfathers. We did not go to church so often. What was there more beautiful than the Liturgy of the Church of England rightly read and said? Think of the great and eloquent and moving preachers of the past. As far as he could judge from attendance at University sermons in Oxford, that privilege was not so much used to-day.

When he was at a preparatory school he was constantly trained to say a great deal of Latin in an intelligible, clearly-enunciated rhythmical way, and before the holidays there was "standing up" before the master and reciting without the book, these Latin verses. He had never forgotten the music and rhythm of those verses.

He did not want to hear everybody pronounce English in the same way. It made a great impression on him when he went to Rugby to hear Mr. Arthur Sidgwick pronounce English. He always pronounced "last" as a Yorkshireman pronounces it, and not like a Londoner.

He (Mr. Michael) had gone from a little school where he had been generally despised because he had "Yorkshireisms" in his intonation and phraseology.

It impressed him that Sidgwick should have had the moral courage to preserve that exquisite Yorkshire pronunciation instead of yielding to what some would have called "standardised English."

## Temple's Burr.

When Frederick Temple came down to preach he spoke with a tremendous Devonshire burr. Temple looked like a lion, and spoke like a lion, but he was far from speaking "standardised English." It was refined, educated, intelligible, and more or less grammatical English. There was something to be said for that kind of variety.

Later he heard Dr. Thomas Fowler, of Lincoln, later President of Corpus, speak with a racy Lincolnshire rich accent. That made him feel that there was somebody in Oxford who belonged to his part of the world, and had not had these old provincial tints rubbed away. It had the same kind of effect to hear Archbishop Magee.

He hoped nothing would be done to frighten people out of these local racinesses. It was not generally known that Wordsworth, one of the greatest of our poets, was of West Riding ancestry and stock, and was the true expression of the Yorkshire temperament.

In the neighbourhood of Barnsley there was a village called Pogmoor. At Pogmoor there was published "Tom Tredleholys's Almanac," one of the best dialect publications. That annual book enriched the language. A great deal of the wit and humour and protective caution of the Barnsley temperament was mixed up with the fact that he spoke that kind of language.

Mr. Leon Gaster, who has just died at the age of 65, practised as an illuminating engineer, and was proprietor and editor of "The Illuminating Engineer." He was a prominent member of the Institute of Journalists, hon. secretary of the British International Association of Journalists, and displayed an active interest in the work of the National Safety First Association.

## BERLIN ENJOYS BRITISH PLAYS.

## SHAW—AND SHAKESPEARE—SWELL RECEIPTS.

In the last theatrical year Mr. Bernard Shaw was far and away Berlin's most popular dramatist. There were no fewer than 261 Shaw performances. "Man and Superman" was played 78 times, and the "Doctor's Dilemma" 62 times.

The longest run of any single play was enjoyed by "The Prisoner," the much debated play of the French dramatist Bourdet, which has been refused public presentation by the British censor, though it was recently produced privately in London. It was played in Berlin 153 times—also a record run for any Berlin season.

Shakespeare heads the list of the classics with 35 performances—taken altogether—of "Hamlet," "As You Like It," "Measure for Measure," and "A Midsummer Night's Dream."

Germany's own great classic dramatist Goethe comes very badly off in comparison, with only 20 presentations.

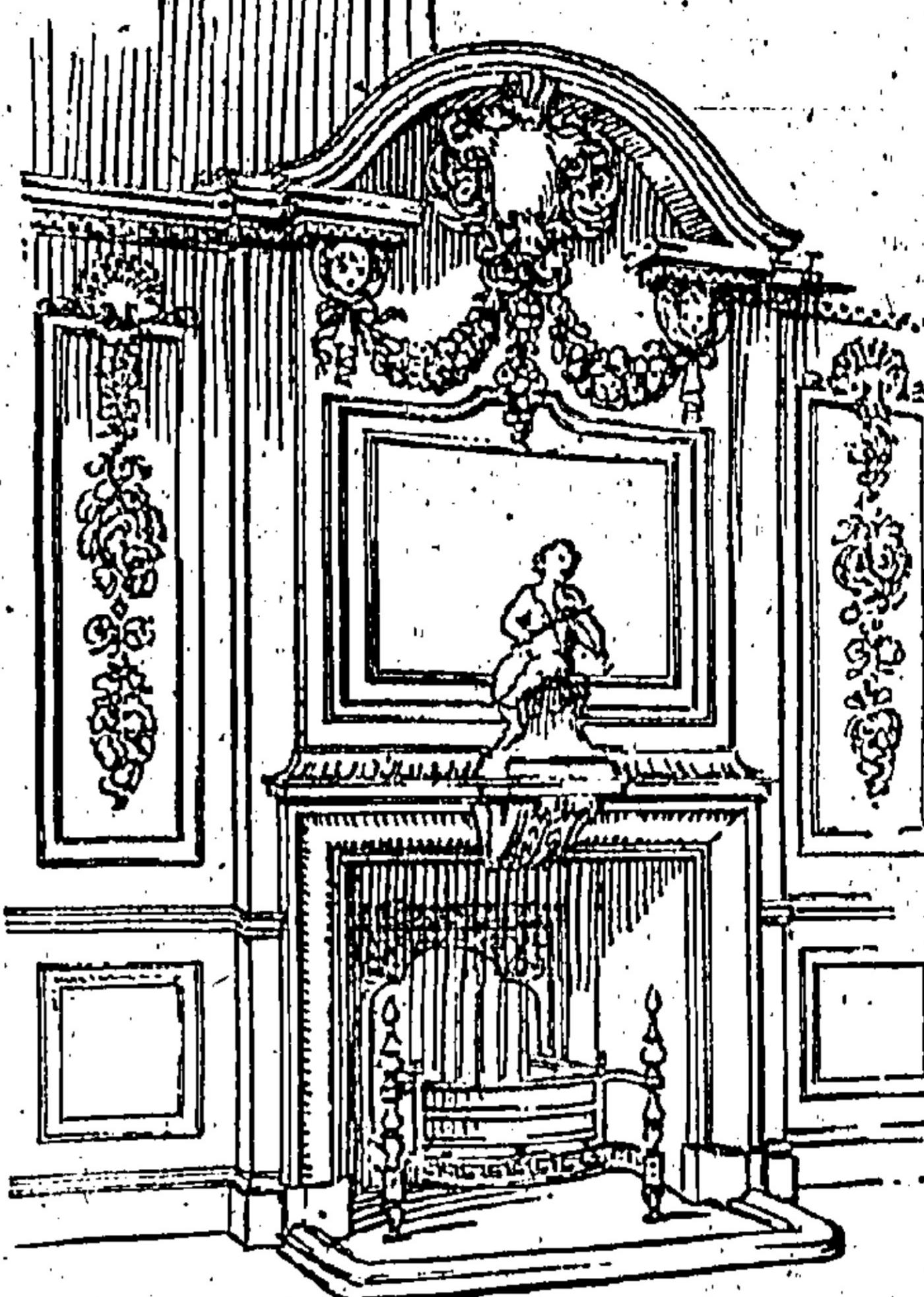
Altogether 60 per cent. of the plays performed in the principal Berlin theatres last year were of foreign authorship. None of the younger German playwrights secured success comparable in box-office terms with those of modern British playwrights such as Lonsdale and Edgar Wallace.

"The Ringer" was one of the biggest popular hits of the season, and "The Last of Mrs. Chayney" was played 119 times.

The dangers attending post-mortem examinations were emphasised at a Lewisham inquest on Surgeon-Rear-Admiral Sir Percy Bassett-Smith, aged 66. As a member of the staff of St. John's Hospital Sir Percy performed a post-mortem examination, but he did not wear protective gloves. He contracted septicaemia, and the house surgeon attributed this to the examination. A verdict of accidental death was returned.

Negotiations for a commercial treaty between Greece and Yugoslavia are expected. Business circles in Salonika are unfavourable to the extension of the Serbian free zone, which they consider inadequate.

## ARTS &amp; CRAFTS SHANGHAI.



INTERIOR WOODWORK, MANTELPieces AND PANELLING  
Executed in oak, or Mahogany, Imitation Stone, Real Stone, Marble, or Bronze.

ARCHITECTS COMMISSIONS FAITHFULLY REPRODUCED.

ART'S &amp; CRAFTS LTD.

SHANGHAI.

## CONSTANCY

For half a century the Virginia Leaf used in the manufacture of THREE CASTLES Cigarettes has been of the same High Quality Standard.

The world-wide success that the brand has attained has justified the manufacturing ideal—to provide an article that is dependable—always!

ALSO PACKED  
IN REGULAR  
50s AND 20s

GO  
**Three  
Castles**  
CIGARETTES.

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.



HOT BATHS ARE ALWAYS  
READY  
*Morning—Noon—or Night,*  
IF YOU USE A  
GAS WATER HEATER

HONGKONG & CHINA GAS CO., LTD.

Preserve and decorate the Woodwork  
of your House  
with

TIMBORITE

WOOD PRESERVATIVE AND  
STAIN COMBINED

IN  
THREE SHADES OF BROWN  
AND

THREE SHADES OF GREEN

STOPS Dry Rot, Decay and  
Destruction by White And

Tint Cards and Information from  
Agents:

S. C. LAY & CO.  
Alexandra Building—Telephone C. 763.

WILKINSON, HEYWOOD & CLARK,  
Shanghai, Hongkong.

## Choose Glaxo for your Baby

Your Baby's future health depends on your choice of his food. You must choose the food you know is best, for you dare not endanger your Baby's progress by experimenting.

Be guided by the experience of the great number of doctors, nurses and mothers who choose rightly by choosing the best food they know—Glaxo.

Choose Glaxo for your Baby now! And be free for ever from any anxiety as to Baby's steady progress towards healthy, strong-limbed merry-hearted childhood. Ask your Doctor!

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

When Baby is  
6 months old

or when he cuts his first tooth, add a little Glaxo Malted Food to his Glaxo. This will provide the best means of accustoming Baby, gradually, to taking more solid food. Obtainable where you buy Glaxo.



Sole Agents:—

W. R. LOXLEY & Co.

## CONFERENCES OF TEACHERS.

### EQUALITY FOR WOMEN DEMANDED.

### DOWNTRODDEN SEX.

Chester, Jan. 9.

Men, it appears, are, after all, the weaker, more susceptible sex. Women can manage the schoolboy, but men cannot remain stern and resolute with girls. They are, be it known, often "soft" with their fair pupils.

This scandal in the male pedagogue was openly published at the first session of the National Union of Women Teachers held in the Guildhall here to-day.

The solitary man who had come to listen and who had rashly dropped into the prominence of the first row was permitted regular flashes of self-revelation. He sat, often embarrassed, but finely sustained the collective dignity of his entire sex by remaining un-intimidated until the bitter end.

Obedience to the chair was implicit. Speeches were brief and pointed. No one strayed out of order. When one speaker had finished the next was already at the platform unobtrusively waiting to begin.

Yet the business-like procedure did not prevent some of that un-premeditated humour which even the dullest conference will usually produce, and which mostly arises out of slips or inexactnesses in phrasing.

Thus Miss A. A. Kenyon, the Vice-President, warming to her work on the question of salaries, demanded: "Would any education authority agree to pay a bachelor with four or five children?" She broke off in confusion, and the teachers exacted their first big laugh.

Not "Nice."

Another of these lighter moments occurred towards the end. Miss Evans, of Birmingham, was urging that women magistrates should hear all classes of cases and not be dismissed with the suggestion that no "nice" woman would stay to listen to what was unsavoury.

"N.U.W.T." women," she said, "do not aim at being nice."

"Oh!" protested the Conference in shocked tones.

"Our aim," explained Miss Evans, "is to be just and energetic."

"Well, isn't that being nice?" demanded one of the delegates with indignation.

"I mean nice in the way that old gentlemen use the word," said Miss Evans with a final attempt at elucidation, but the Conference deliberately put the wrong construction on that end and enjoyed itself thoroughly for a minute or two.

The first resolution was an extremely old friend. It demanded equal pay for men and women teachers of the same professional status. Miss Kenyon in proposing it rather weakly suggested that the energy yearly put into this campaign ought now to be released for other ends. The medical profession did not allow women to undersell medicine. Shopkeepers did not permit goods to be sold cheaper by the women grocer.

"But because in our profession there is nothing visible to sell we cannot obtain recognition. If we could offer children at so much a dozen we should get equal pay to-morrow."

Fairly responsibility, she declared, was the only tolerable reason advanced for giving men more money. But that aspect should be the extra concern of the State, the employer should pay strictly for the work done, and the equality of the work done by women was frankly admitted.

Miss L. Pierotti seconded, urging that the grievance should be made manifest by the weapon of the vote; and then without further delay this fundamental question of Union policy was vigorously carried.

Headmasters Answered.

An emergency resolution was taken next in order to confound the assertion of that august body, the Headmasters' Conference, that it is undesirable that examinations shall be identical for boys and girls.

"What," exclaimed Miss A. G. Hewitt, of the Central Council, "have we returned to the days of backboards, the use of globes, and ladies' seminaries? The Headmasters are concerned about the strain on girls who take examinations. But girls can face the same intellectual ordeals as their brothers. There is less difference between the capacity of the average boy and girl than there is between one boy and another of one girl and another."

"What do a collection of Headmasters of Public Schools know about the needs of girls?" inquired Miss Dedman. "This is

## PROMINENT NATIONALISTS IN HONGKONG.



Here are seen Mr. C. C. Wu (left) and Mr. Wu Han-min (right), snapped on arrival in Hongkong aboard the s.s. President Lincoln. They are on a tour of India and Europe. (Photo: Mee Cheung.)

## RUSSIAN WAR BONDS.

### HEAVY CLAIM AGAINST LONDON BANKERS.

Further arguments as to the effect of decrees made by the Soviet Government after the Russian revolution were heard by Mr. Justice Wright in the King's Bench Division recently.

The case was one in which the Manufacturing Company I. A. Voronin Luetsing and Cheshire, Limited, of Petrograd, and Mr. Charles Cheshire, of Belgrave-road, Birkenhead, Southport (who sued on behalf of himself and other directors and shareholders of the company), sued Messrs. Frederick Huth and Company, bankers of Tokenhouse-yard, London, E.C., for delivery of \$40,000 National War Bonds, damages for detention and conversion of the bonds, and payment of dividends, and of \$27,899 due to plaintiffs.

The defence was that, in consequence of the Russian Government's decrees, the company was not now in existence, and that there were no directors legally competent to act for the company, and no shares.

Dr. Alexander Halpern, a Russian lawyer, expressed the opinion that nationalisation of a Russian company's undertaking did not involve its extinction as a legal entity. Decrees were worded in such a way as to indicate that, in the view of the Soviet, the companies were still in existence. The Soviet Government did not claim Russian companies' assets which were outside Russia.

The hearing was adjourned.

Terred by the discovery on his farm of a large still planted and operated there by bootleggers, indulges in the joyous prediction that the entire world will be "dry" by 1952. He reports that the prohibition movement in England and Scotland has grown "beyond our fondest expectations." The only exceptions to the triumphant achievements of the prohibitionists, he says, are to be found in Spain and Portugal.

## A "DRY" WORLD IN 1952.

### "PUSSYFOOT" JOHNSON'S PREDICTION.

A gift of £100,000 made recently to the Anti-Saloon League by Mr. S. S. Kresge, a multi-millionaire sixpenny department store owner, is the subject of an amusing controversy.

The association against the prohibition amendment calls pointed attention to the "elaborate display"

in Mr. Kresge's establishment in Washington of "wine kegs, wine presses, patented accessories to assure the potent fermentation of fruit juices; whisky, beer, champagne and cocktail glasses, decanters, cocktail shakers, bottling and corking machines, and other equipment necessary in distilling, home brewing, and wine making." The association sarcastically asks if Mr. Kresge's donation is to be financed by the profits gained in the sale of these paraphernalia. Mr. "Pussyfoot" Johnson under-

## SHIPBUILDERS.

## SHIP REPAIRERS.

## BOILER MAKERS.

## FORGE MASTERS.

## OXY-ACETYLENE AND ELECTRIC WELDERS.

## MECHANICAL AND ELECTRICAL ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY  
OF HONGKONG, LIMITED,  
—DRY DOCK—  
LENGTH 767 FEET.  
LENGTH OF BLOCKS 750 FEET  
DEPTH ON CENTRE OF  
SILL (H. W. O. S. T.) 34 FT. 6 INCS.  
—THREE SLIPWAYS—  
CAPABLE OF HANDLING SHIPS UP  
TO 3000 TONS DISPLACEMENT.  
ELECTRIC CRANE AT SEA WALL CAPABLE OF  
LIFTING 100 TONS AT 70 FEET RADUS.  
T. L. ADAMS.—"TAIKOOGH" NO. 10000.  
BUTTERFIELD & SWIRE, Agents  
HONGKONG, CHINA & JAPAN.  
TELEPHONE NO. 81.  
CALL PLATE: "E" OVER "A" PENNANT.

# Bargain News!

## 50 BOYS' RAINCOATS

To be cleared at \$3.75

Better make at... \$5.75

CHILDREN'S WOOLLEN OVERCOATS... \$3.75

BABY BAGS (made from Woollen blanketeting)... \$3.75

GENT'S RAINCOATS (special bargain)... \$6.50

MANY OTHER BARGAINS IN OUR LADIES' DEPARTMENT.

YEE SANG FAT CO.

**Columbia RECORDS**  
The best New DANCE Records

900D IT ALL DEPENDS ON YOU	Fox-Trot.
930D 'N'C SHE SWEET?	"
930D SONG OF SHANGHAI	"
FORGIVE ME	"
882D MOON BEAM, KISS HER FOR ME	"
4022 BYE BYE BLACK BIRD	Fox-Trot.
4022 NO FOOLING...	"

THE ANDERSON MUSIC CO., LTD.  
Ice House Street. Tel. C. 1822.

Best Brand in the Market.

NEW

**AX-BEER**

This beer makes you more cheerful and vigorous.

SOLE AGENTS:

**MITSUI BUSSAN KAISHA, LTD.****NEWSPAPERS LEAD ALL OTHERS**

An interesting survey was recently conducted of a middle western American city of more than half a million people, to find out where the buying public received its inspiration for their purchasing. The question was asked what form of advertising influenced them most—magazine, street car, billboard or newspaper. In order to be fair, newspapers were put at the end of the list. The results were as follows:

Kind of Advertising	Number Influenced	Per Cent Population
Newspapers	110,868	90.3
Magazine	9,059	7.3
Street Car	2,036	1.6
Billboard	731	0.6

A record broadbill swordfish, weighing 673lb., has been landed by Mr. H. White, a London angler, off the New Zealand coast near Auckland.

Dame Nellie Melba has joined the firm of Messrs. J. C. Williamson, Ltd. (Melbourne), and will act as manageress during the forthcoming grand opera season.

**VAPO-HALINE**  
GIVES INSTANT RELIEF TO COLD IN THE HEAD, IN FLUENZA ETC.

A FEW DROPS ON HANKER-CHIEF OR IN HOT WATER TO BE INHALED FREQUENTLY.

Prepared by

**THE COLONIAL DISPENSARY**

14, Queen's Road, C. Tel. C. 1877.

**CHURCH LOSING GROUND.****DROP IN REVENUE AND MEMBERSHIP.**

The church of England suffered serious losses in 1926. There were alarming decrease in the number of confirmations, baptisms, Easter communicants and Sunday school attendances. There was a decline of more than £120,000 in the total voluntary contributions. The figures are given in the Official Year Book (published by the Church Assembly Publications Board, £s. od. nott.).

Confirmations in 1926 were only 209,565 as against 291,091 in the preceding year. The steady decrease that has been in progress since 1923, when the total was 233,427, has thus been continued. The figures concerning baptisms are equally disconcerting. The number in 1926 was 474,564; last year it was 466,913, a falling off of more than 11,000. Easter communicants in 1926 totalled 2,372,610, as against 2,388,419 in 1925, a falling off of 16,809.

Sunday Schools. Sunday school scholars totalled 1,861,336 in 1926, as compared with 1,895,753 the previous year, a decrease of more than 30,000. Attendances at Bible classes show in 1926 a falling off of more than 10,000.

"The will to give" is generally regarded in a religious organization as a barometer of its well-being or otherwise. Statistics show that the voluntary contributions from all the dioceses of the Church in 1926 were £7,110,061, as compared with £7,232,433 in the previous year. The contributions of the Church of England to the Metropolitan Hospital Sunday Fund last year were £26,995, more than £2,000 less than in 1925.

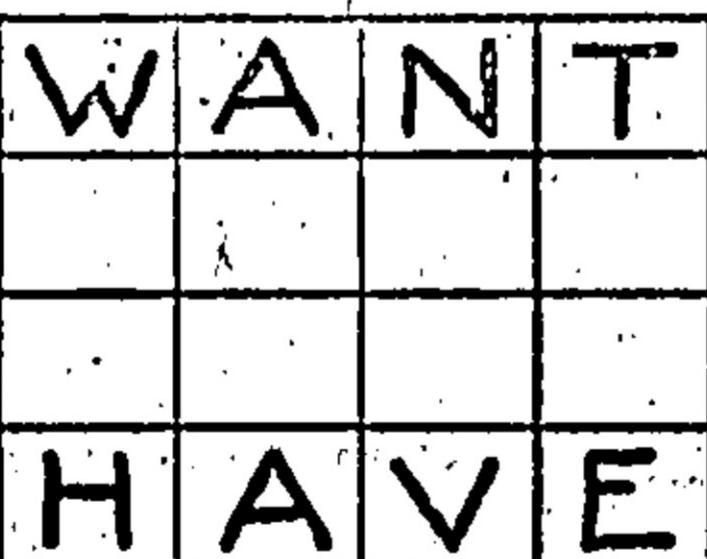
Shortage of clergy has, of course, proved a serious hindrance to church work since the war, and in this respect it is satisfactory to find that the number of deacons ordained during the year ended September 30, 1927, is 393, an increase of 30 over the previous year.

There has been a gratifying increase in the number of churchwardens and sidesmen, and slight increases in the numbers of licensed readers and district visitors, but a falling off of nearly 2,000 in the number of Sunday school teachers and Catechism instructors.

Cologne, Jan. 5. A firm at Duisburg is erecting at a cost of 5,000,000 marks (\$250,000) plant for the liquefaction of steinkohl (hard coal) according to the Berlin process. The Farben Industries plant at Lutina liquefies soft brown coal. The plant is expected to be ready for use at the end of the year.

**LETTER GOLF.**

To go from WANT to HAVE is easy, pur being three strokes.



It should be an easy matter to change JOHN to MARY, the names are so plain.

1—The idea of letter golf is to change one word to another, and do it in pur, a given number of strokes. Thus to change COW TO HEN, in three strokes, COW, HOW, HEW, HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page of this issue.

**FRECKLES AND HIS FRIENDS****EXTRA!**

OSCAR HAS CHALLENGED TAGALONG TO A RACE BETWEEN HIS DONK CAN 'CLARA' AND TAGALONG'S 'POKY' LINDY.

DO YOU THINK HIS DONK CAN REALLY BEAT LINDY? SAY! WELL MAKE HIS DONK LOOK LIKE A TURTLE!



I NOTICE TAG DIDN'T SAY WHEN HE'D RACE ME! HE KNOWS WHY TOO—I'D BEAT HIM SO BAD HE WOULDN'T KNOW WHAT HAPPENED!!

**Remember the Date**

I UNDERSTAND YOU WANT TO RACE YOUR DONK WITH TAG'S PONY! ALL RIGHT...BE IN FRONT OF OUR HOUSE A WEEK FROM TODAY...A WEEK FROM TODAY...



ANN-A WEEK FROM TODAY!! SUITS ME—SUITS ME—I'LL BE THERE!!

By Blosser

**YUNNAN WAR PROGRESS.****TROOPS ENTER KWETCHOW PROVINCE.**

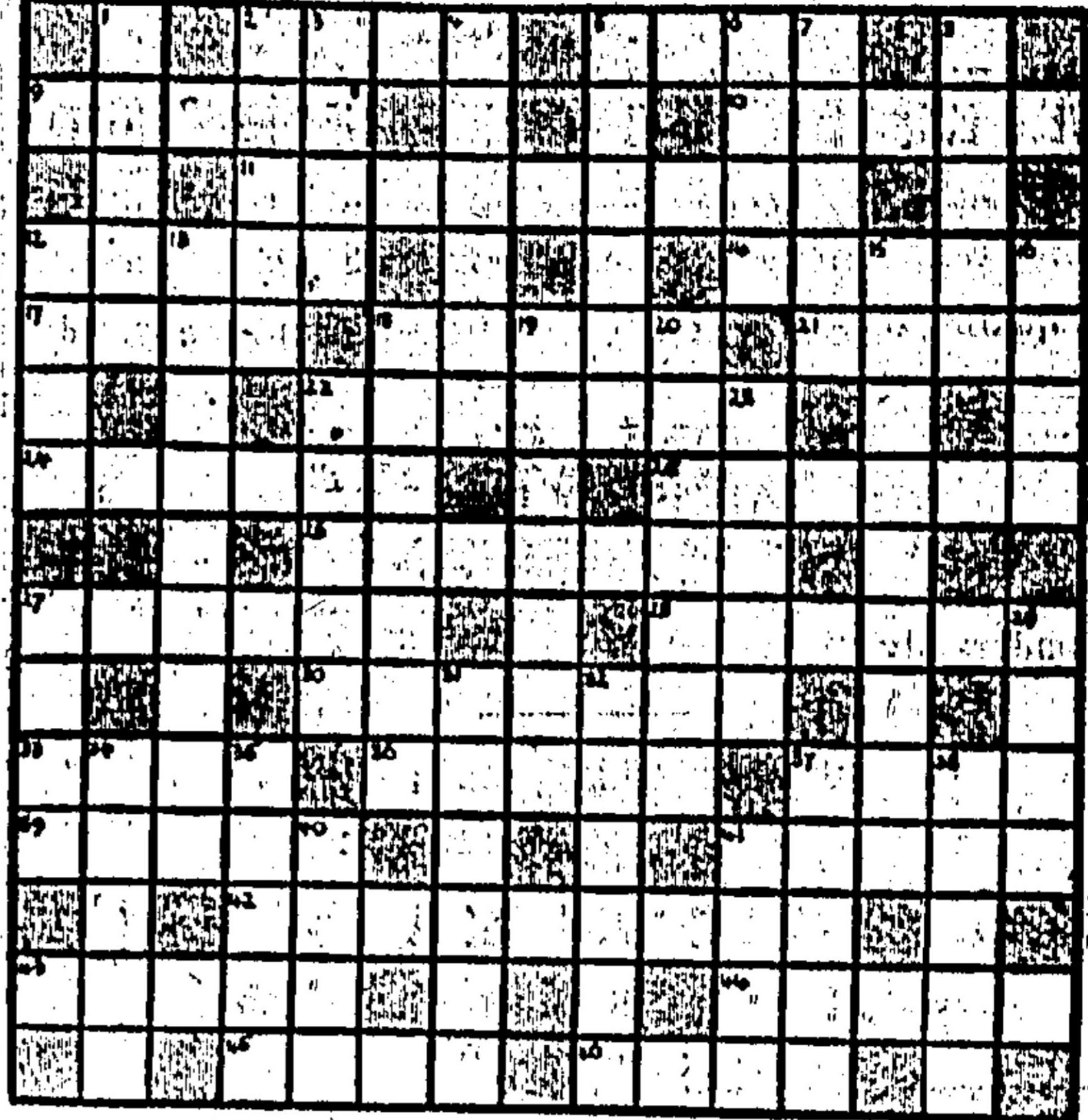
Yunnan-fu, Jan. 26. Latest reports reveal that the Government troops, under General Long Yun, are meeting with a fair measure of success in their efforts to rout the rebel troops of General Tsang and Hu and to drive back the Kwetchow forces into their own province.

The Government troops have not only captured the rebel stronghold of Kiu Tseng, forcing the rebellious Generals back, but have also pushed the Kwetchow troops over the frontier, where two strong bridge-heads have now been established as a preliminary step to carrying the war into their own province. These moves are directed in the one case against Pou An, and in the other against Kwai Yang, the capital of Kwetchow, and the troops have already advanced forty miles into the territory of the Kwetchow men. The object of Long Yun is to prevent another incursion of Kwetchow troops into Yunnan, and he appears to have made appreciable progress.—*Indo-Pacific*.

**"THE GAUCHO."****DOUGLAS FAIRBANKS'S NEW PICTURE.**

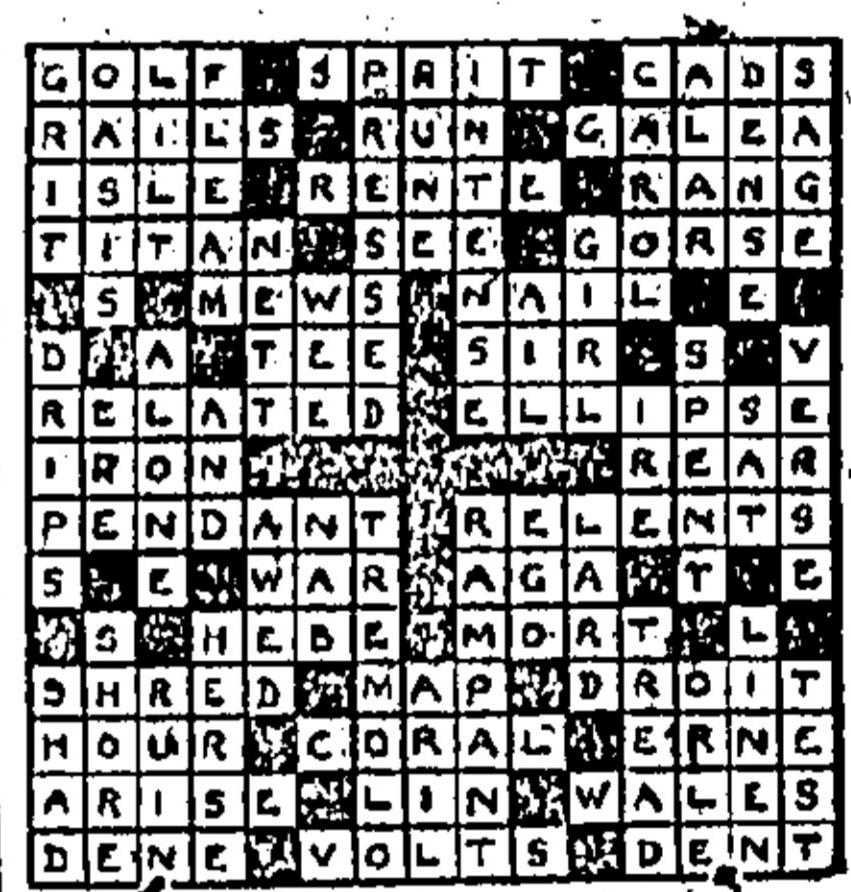
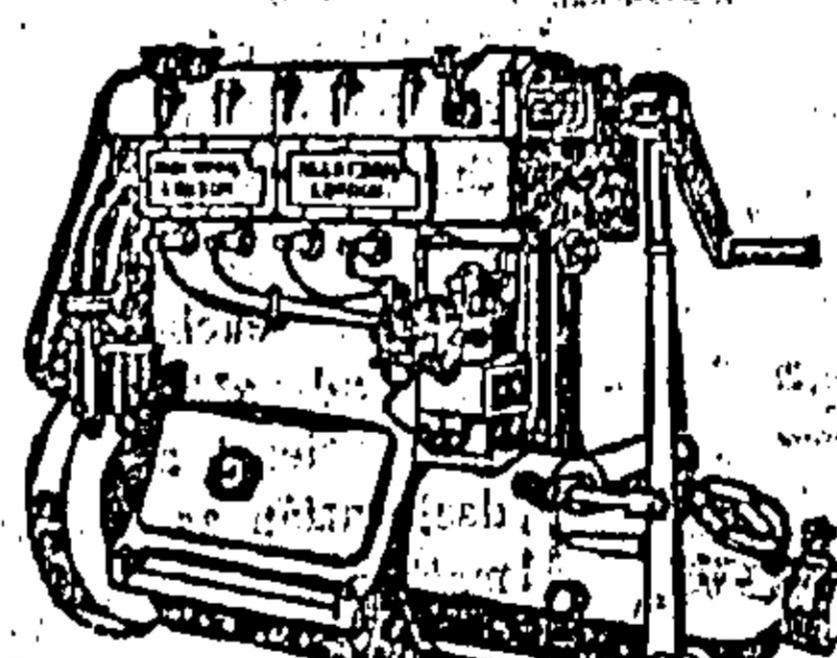
Douglas Fairbanks will be with us again soon, this time as a bandit chief at the head of an army of liberators in South America. The title of the film is "The Gaucher." Doug is seen as the terror of the Andos, riding the country at the head of his army, taking and looting town after town until he comes to the Miracle City, when his regeneration is effected through the lady of the shrine and he marries a wildcat mountain girl.

"The Gaucher," which is full of thrilling incidents, filmed in beautiful mountain settings, will be screened at the Queen's Theatre from Tuesday to Saturday of next week, and attention is drawn to the special times for performances, announced in displays appearing elsewhere in this issue.

**OUR CROSSWORD PUZZLE.**

- Across.  
13 Pertaining to science of taste.  
15 Make an affirmation.  
16 Not alive.  
18 Made green.  
19 Colouring matter obtained from red wine.  
20 Divided.  
22 Smallest ancient Jewish coin.  
23 Prescribed portions.  
27 Terminal appendage.  
29 12 months.  
31 Univalve mollusc.  
32 Flinched.  
34 Rescues.  
35 Denominations.  
37 Turn of work.  
38 Hop-kiln.  
40 Call from a distant place.  
41 Boll slowly.

Yesterday's Puzzle.

**AILSA CRAIG****BRITISH MARINE MOTOR**

4-6	H.P.	2	Cylinder
6-8	"	2	"
7-12	"	4	"
10-14	"	4	"
16-20	"	6	"
20-24	"	4	"
28-36	"	6	"
20-45	"	4	"
40-70	"	4	"
40-70	"	6	"
60-100	"	6	"

OVERHEAD VALVES. RELIABILITY—SMOOTH RUNNING. All these are yours and more, when you put in an Ailsa Craig no trouble Marine Motor. The motor as supplied to H. M. The King, British Admiralty, Board of Trade and Royal National Lifeboat Institution.

Sole Agents **Dodwell & Co., Ltd.** Phone C. 1030

**VAPO-HALINE**  
GIVES INSTANT RELIEF TO COLD IN THE HEAD, IN FLUENZA ETC.

A FEW DROPS ON HANKER-CHIEF OR IN HOT WATER TO BE INHALED FREQUENTLY.

Prepared by

**THE COLONIAL DISPENSARY**

14, Queen's Road, C. Tel. C. 1877.

## WATSON'S Dry Ginger Ale

A WELL ESTABLISHED FAVOURITE OF PROVED HIGH QUALITY

Prepared from our own special formula, flavoured with real fruit essences and the finest Eastern spices.  
Unequalled by any similar product throughout the world.

### FORMAZONE

The non-alcoholic Champagne. An excellent substitute for sparkling wine, possessing the same wonderfully stimulating and refreshing qualities.

Demand and insist on having  
WATSON'S Aerated Waters.

**A. S. WATSON & CO., LTD.**  
AERATED WATER MANUFACTURERS.  
Established 1841.



## A sound reason

for owning the Orthophonic Victrola is the wonderful performance of the instrument itself—rich, clear, full-volumed. It plays all the world's music, whenever you wish, as you never heard it played before! Come in and let us give you a demonstration. No obligation. It will be a mutual pleasure!

The New  
Orthophonic  
**Victrola**  
S. MOUTRIE & Co., Ltd.  
Victor Distributors.

A BOON IN

### HOT WEATHER.

AND A CONVENIENCE NOW.

Fresh provisions direct  
from our Refrigerators  
at Breakfast time.

GET THE HABIT NOW.

Let the Market Coolie bring  
Lane Crawford's breakfast  
delicacies back with him.  
Our Grocery Department is  
open from

**6 a.m.**

**Lane, Crawford, Ltd.**  
(AND REDUCED)  
Food SPECIALISTS.



## TOTAL

### DRY FIRE EXTINGUISHER

### NO PERIODIC REFILLING

NON-CONDUCTOR  
of ELECTRICITY

TYPES for MOTOR CARS,  
INDUSTRIAL AND ALL  
ESTABLISHMENTS.

RELIABLE and EFFICIENT

**KELLER, KERN & Co., Ltd.**  
16/19 CONNAUGHT ROAD, C.

The  
**Hongkong Telegraph.**

SATURDAY, FEBRUARY 4, 1928.

### THE EIGHT-HOUR DAY.

Something of a surprise has been created in international circles by the intimation that the British Government does not see its way to ratify the Eight-Hour Day Convention which first saw the light of day at the Washington Conference in 1919. In principle, most of the Powers have subscribed to the Convention, but considerable difficulty has been encountered in getting complete assent to its terms. We think we are right in stating that Belgium, Bulgaria, Chile, Czechoslovakia, Greece, India and Rumania are the only countries which have so far ratified the Convention, although most of the Powers have been giving the matter close attention for some years. Britain now takes the stand that the Convention was hurriedly concluded without sufficient experience of the effect of reduction of hours, and that it can hardly be made to conform to the complexity of modern industrial life. That, apparently, is the decision reached after a searching study of the question, and we can afford to take the necessary steps towards putting her foreign policy on a sound basis. Surely Chiang Kai-shek must know that nothing definite can be done until China is in a position to give guarantees. Marshal Chiang Kai-shek cannot even guarantee his own position in the political arena at the moment. We do not suggest that the reports of a united front by six provinces are all according to Cocker, but we do say that the "Kwangsi clique" have no love for him at all, and will seize upon the first opportunity of ousting him, while his position in Shanghai is none too safe, as the recent "scare" clearly demonstrated. We should be much more pleased if the Kuomintang decided to do something original as, for instance, endeavouring to introduce a little harmony for a change, to lay all their cards on the table, and leave intrigue to the Communists they denounce. We do not expect them to do this any more than we expect any radical improvement to be effected by the Nanking deliberations.

It should be understood that the Convention provides for a general, not rigid or absolute, limit of 48 hours as a working week. Certain exceptions are made—a limit of 56 hours being permitted in the case of continual process work, the loss of hours on the customary short day of the week to be made up on the other five, and the averaging of 48 hours throughout the year when conditions involve going beyond that limit at certain periods. Representatives of several countries, including France and Germany, have already met more than once in conference in the hope of securing a uniform standard of working hours amongst the chief industrial nations of Europe, but it has been found impossible to get international agreement on this point. As far as Britain is concerned, the special Committee set up some three years ago to enquire into the conditions of British industry and commerce found that the average weekly hours had been reduced from 58 to about 48, and at the same time it pointed out that legislation enacted abroad for the 48-hour week had no equal anywhere else.

pedients. Then there was a debate on the subject in the House of Commons just a year ago, at which there was a consensus of opinion in favour of ratification, though several speakers were against immediate or unconditional acceptance. Mr. Betterton, the Parliamentary Secretary to the Ministry of Labour, then announced that the Government had set up a Cabinet Committee to examine the whole position, and inasmuch as he has made the intimation of Britain's decision it is clear that this latest announcement represents the conclusions reached by that Committee.

The British plan now is to aim at the revision of the Convention rather than to attempt to put into force provisions which cannot be made to square with the present position of Industry. Inasmuch as many of the other big Powers have not yet ratified the Convention, we may take it that similar difficulties in adjusting its terms to modern conditions are being experienced. The merit about Britain's announcement is that it reflects a resolve to cut out all pretence in dealing with what is obviously a most complicated problem.

### Nanking and Progress.

When we were very young our tutor was at very great pains to impress upon us that one of the first principles of progress was to do all the little jobs first, and then devote undivided attention to the bigger things. It is a principle which applies to all spheres of life, even to politics, and we commend it to Marshal Chiang Kai-shek, the prime mover of the Kuomintang Conference just opened at Nanking. A week ago even Marshal Chiang, ever an optimist, was almost persuaded that the Fourth Plenary Conference would never be held. Yet no sooner does he gather an audience—who? what? and whence?—than in the majority of cases impossible to discover—that a diatribe commences interspersed with the usual slurs, denouncing Communism, denouncing Imperialism, calling for an adjustment of foreign policy, and expressing devoted adherence and patriotic fervour with regard to the Nationalist movement. We have heard the same things over and over again from practically every Nationalist who steps on a platform. We wonder that gramophone recordings are not made in order to save their vocal organs. As the result of Thursday's meeting before the gathering at Nanking has actually gone into conference, a committee, of which Chiang himself is naturally the head, has been appointed to consider the necessary adjustment of foreign policy. Any reason brought to bear on the China situation today indicates that her chief troubles are to be found on her own doorstep. When adjustments are made in matters of vital importance to China's internal organisation, Nanking, or any other regional power for that matter, can afford to take the necessary steps towards putting her foreign policy on a sound basis. Surely Chiang Kai-shek must know that nothing definite can be done until China is in a position to give guarantees. Marshal Chiang Kai-shek cannot even guarantee his own position in the political arena at the moment. We do not suggest that the reports of a united front by six provinces are all according to Cocker, but we do say that the "Kwangsi clique" have no love for him at all, and will seize upon the first opportunity of ousting him, while his position in Shanghai is none too safe, as the recent "scare" clearly demonstrated. We should be much more pleased if the Kuomintang decided to do something original as, for instance, endeavouring to introduce a little harmony for a change, to lay all their cards on the table, and leave intrigue to the Communists they denounce. We do not expect them to do this any more than we expect any radical improvement to be effected by the Nanking deliberations.

The currents films at the World Theatre and the Star Theatre will be screened for the last time today. The picture at the World Theatre is Gloria Swanson's notable production, "Bluebeard". Eighth Wife," and the picture at the Star Theatre is Pola Negri's new drama, "The Crown of Lies". Both are excellent films for the Saturday half-holiday.

His Excellency the Governor has re-appointed, provisionally and subject to His Majesty's pleasure, the Hon. Sir Henry Pollock, K.C., to be an Unofficial Member of the Legislative Council for a further period of four years, with effect from the 17th January, 1928.

A warrant has been issued for the arrest of a Chinese named Tse Tit, a rent collector employed by Messrs. Wing Yick, contractors, of 21, Swatow Street. In a report to the police, the master of the contractors' shop states that Tse Tit collected \$781 from various shops in Shaukiwan during the past few days and absconded.

The health bulletin of Eastern ports, for the week ending Saturday last, issued by the Principal Civil Medical Officer of Health yesterday, contained the following cases, the figures in parenthesis indicating deaths: Plague: Aden 22 (8), Bassin 3 (1), Bombay 2 (2), Rangoon 7 (1), Colombo 1 (1), Bangkok 1, Calcutta 1 (1); Cholera, Cuttack 24 (1), Madras 8 (1), Negapatam 1 (1), Semarang 1 (1), Bangkok 28 (16), Saigon 1; Small-pox, Bombay 28 (8), Calcutta 11 (7), Madras 18, Negapatam 4 (2), Rangoon 34 (10), Tuficorn 1, Vizagapatam 1 (1), Pondicherry 6 (1); Belawan Deli 5 (4), Bandjermasin 8 (1), Chang Chin 4, Dairen 1, Mukden 1, Shanghai 3.

The stirring story of Bon-Hur and his rival Messala, the scenes of which are laid at the advent of the Christian era in Palestine, Syria and Italy, is the magnet that is still attracting all ranks of theatre-goers to see "Bon-Hur" at the Queen's Theatre. Ramon Novarro and Francis X. Bushman as the protagonists, Betty Bronson, May McAvoy and Carmel Myers in the principal feminine roles are also popular favourites. "Bon-Hur" has only three more days to run and should on no account be missed.

The s.s. President Pierce of the Dollar Steamship Line will arrive from Tacoma and Seattle via Victoria, Yokohama, Kobe and Shanghai on Sunday, February 5, 1928. This steamer will sail for Manila on Monday, February 6th, at 6 p.m.

The s.s. President Madison of the American Mail Line will arrive from Manila on Monday

### DAY BY DAY.

A GOOD LISTENER IS NEVER FOOLISH IN THE EYES OF HIM WHO SPEAKS.—Jane Wardle.

The Government proposes to lease foreshore at Pillar Island, off Gin Drinker's Bay. The area is 200,000 square feet and the upset price is \$2,000.

His Excellency the Governor has approved of the promotion of Second Lieutenant J. E. Hancock to the rank of Lieutenant in the Hongkong Volunteer Defence Corps.

At the P. W. D. offices, on the 20th instant, New Kowloon Inland Lot 1122, situated at Shamshui Po, will be sold by auction. The area is 2,082 square feet and the upset price \$2,602.50.

A Chinese widow, residing at No. 143, Temple Street, Yaumati reported to the police yesterday that a friend of hers who borrowed jewellery from her to the value of \$190 absconded with the jewellery.

The Government is inviting tenders for concrete sleepers for the Kowloon-Canton Railway, and also for the demolishing of certain buildings at Victoria Gaol and erecting a new reception block there.

A ricksha coolie who was entrusted by his master, a shopkeeper, with the delivery of two blankets, valued at \$40.40, to a customer in the Great Eastern Hotel, carried out his errand but failed to return with the money.

A Chinese coolie was removed to the Government Civil Hospital from the Taikoo Sugar Refinery yesterday. The man sustained injuries to his leg whilst working at the Refinery, a piece of plank falling on him.

It is notified that, at the expiration of three months, the China Sun Motion Pictures Company, Limited will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

General Wu Te-chen, the former Canton Police Chief, is to take up office to-morrow as one of the commissioners of the Canton Government. For the present he will be Acting Commissioner of the Ministry of Reconstruction.

To the register of local medical practitioners have been added the names of the following Bachelors of Medicine and Surgery of the University of Hongkong:—Dr. Chow Tin-Cham, Dr. Ko King-fan, Dr. Albert Kwan Shek.

Mr. A. E. Wright, F.S.I., chartered surveyor, has been appointed a member of the Board of Arbitrators to determine the amounts of compensation to be paid in respect of the resumption of certain lots of Crown land at Wong Nei Chung.

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Tsang On-wing and Cheung Man-kun, the two Chinese clerks who were formerly employed at the Treasury, appeared before Mr. R. E. Lindsell this morning, in connection with charges relating to losses sustained by the Treasury amounting to over \$200,000. They were formally remanded until Thursday February 9th at 11 a.m. When it is understood, the case against them will be commenced.

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### A SUDDEN INSPIRATION.

The Man Without a Hat

Recollecting his purpose he said "Does your granddaughter prefer romance or adventure?"

"When she a child she was fond of Robinson Crusoe and 'Swiss Family Robinson,' hesitatingly ventured the little lady of the curly

Tyler had a vague sort of recollection of a book of which his sister had once spoken appraisingly.

"Her Husband's Horses," that was it? Oh was it? At any rate it sounded like a book title, and if it wasn't it ought to be. Rashly he said, "Perhaps 'Her Husband's Horses,' by Bertha Bridle, would be just the thing for the young lady?"

The little lady blushed and hammered, "I don't like the sound of it, somehow."

With evident relief, he turned quickly to another subject. "Well, what about something of an educational character?" "The Fall of Rome," for example?

"Wouldn't that be too much like a schoolbook?" whispered the lady apologetically.

"Yes, perhaps it would," instantly agreed the masquerading salesman.

"I've got it! Just the very book!" A picture of a young girl in a blue dress with puff sleeves and tight waist, sitting in an English garden reading beneath a spreading elm tree, floated into his imagination—his sister, the sister who had mothered him and guided him and to whom he owed so much. The title of the book had always fascinated him, though he had never read it; but his sister loved it, and that was commendation enough. "Queechy,"

"Oh! that sounds nice!" She had caught his enthusiasm, too. "I'm really sorry, but I don't belong to this place, and—"

"Yes, of course you'll make some excuse! I might have expected it. Shopwalkers are utterly superfluous appendages to any establishment—dressed-up mannikins—useless adornments—" whereupon it appeared Tyler made his escape without completing his purchases.

"Well, if you will go shopping without a hat, what can you expect?" he told him.

"I know what I am going to do next time," he said with some determination; "I'm going to assume the role and get some fun out of it."

He did not have to wait long for the opportunity. Tyler knew intimately every bookshop in the town, and roamed freely and undisturbed among dim corridors of books during lunch periods. One day while confidently taking one book after another from the shelves, dipping into them here and there and then replacing them, a little old-fashioned lady with silver ringslets and dressed in a voluminous black silk gown, approached him with a sweet but timid smile: "Can you recommend a nice book for a young girl just leaving school?"

Tyler was just about to give his stereotyped reply—"I'm sorry, Madam, but I don't belong to this place"—when he suddenly decided to adopt the rôle of a book salesman.

"With pleasure, madam. How old is the young lady?"

"She's just twenty; she's my grandchild and is such a dear sweet girl. She's very fond of reading but I don't know the modern books. Things have changed since my time, too, and I'm afraid that people, especially young people, would not care for the books that I loved when I was a young girl. Did you ever read 'Horner's Penny Stories'?"

Tyler raked his memory; the name seemed familiar and seemed to group itself with "Elsie" and "Little Wives"—the latter of which he had read. Could he dare to admit it to this gentle little woman who had stepped out of a past age? "I've read Louise Alcott," he said, after a pause.

Appreciation leaped to the eyes of the old lady. "Oh, have you! And you're so young—and a man! Oh! I'm so glad some people still read those books."

Then a sudden inspiration came to Tyler. "Lady, I know just the book you want now; and this time I know you can get it—"An Uncrowned King."

A.J.P.

### THE "BELGENLAND."

#### FIRST TOURIST SHIP OF SEASON.

The American Express Co. write us to state that the announcement that the Empress of Australia is to be first of the around-the-world liners to visit Hongkong this season is incorrect.

The Company adds that the s.s. Belgenland, the largest cruise steamer to circumnavigate the globe, will be the first to visit Hongkong, being due here on February 9th, and sailing on the 13th.

#### STEAMER MOVEMENTS.

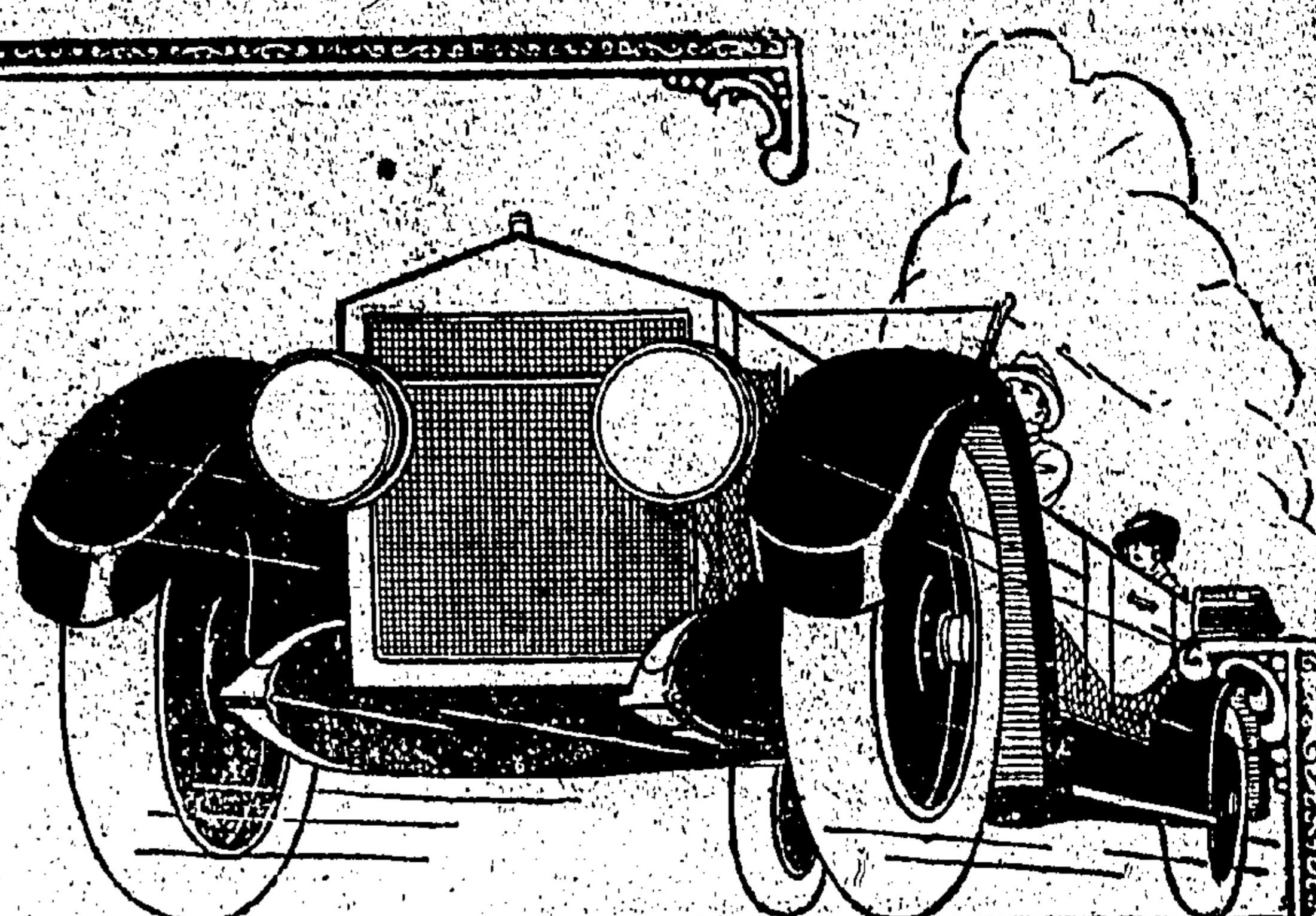
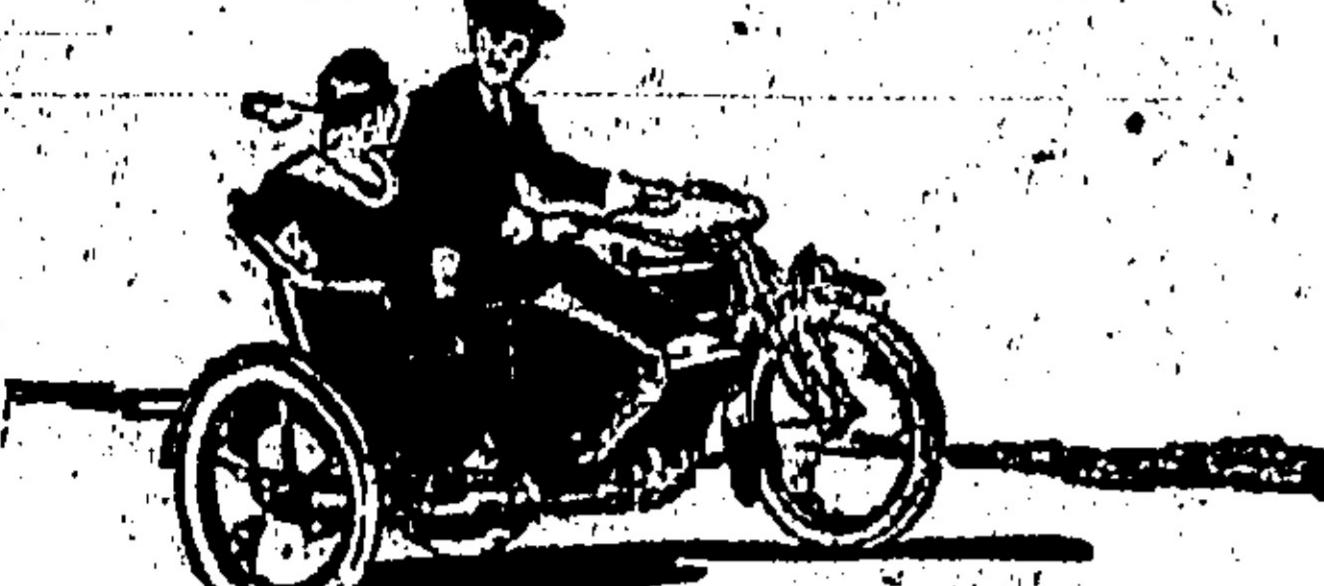
The s.s. President Pierce of the Dollar Steamship Line will arrive from Tacoma and Seattle via Victoria, Yokohama, Kobe and Shanghai on Sunday, February 5, 1928. This steamer will sail for Manila on Monday, February 6th, at 8 a.m. and will sail for Victoria and Seattle via Hongkong on Wednesday, February 8th, at 9

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.

SATURDAY, 4th FEBRUARY, 1928.

*Being the Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.*



## CURRENT COMMENT

### Caution Sign Wanted.

There is obvious need for a danger or "Go Slow" sign at the top of Dairy Farm Hill, Pokfulum. There is a control sign at the entrance into Pokfulum, but there are quite a number of drivers who seem to think that this sign controls only that stretch of road along by the Dairy Farm premises, and that they are out of the controlled area when they pass the bridge at the top of the hill. It is true that the "decontrolled" sign is not passed until the bottom of the hill is reached but a motorist might be forgiven for thinking that the first control sign related only to the village and Dairy Farm premises. A special reminder of the dangerous nature of the hill about to be negotiated ought to be provided at the top of it, immediately after the bridge is crossed. Even the control area speed limit of 10 miles per hour can very easily be dangerous on some of the corners, and drivers should be given the benefit of an extra caution.

### Solving a Problem.

The manner in which light cars of the Austin Seven type are solving the transportation problem of many residents on the middle levels is testified to by the growing number of small car owners on this altitude. For the majority who live in the region of Queen's Garden, Robinson Road and Conduit Road, the Peak Tramway is too far away to be of service and there has, in the past, been almost sole reliance on chairs. But light cars are becoming the solution of the chair problem, for problem it is when coolies, are demanding higher fares, are often insolent to women and, in the summer time, when their strength is over-taxed by struggling up the steep slopes of the usual routes. And a light car is proving cheaper than does a chair. If it is raining or too hot to walk, a chair must be taken both ways when a visit is made to town and that involves an expenditure at about 80 cents, whereas the average running cost of a small car from the Robinson Road level is not much more than ten cents each way. A car is quicker, and in every way preferable.

### Motor Cycle Police.

The Canton Police Department has decided to form a motor cycle police squad for patrol and other duty on the new maloos in that city, and we are informed that the Indian Scout is the motor cycle which has been chosen. An order for twelve of these machines has been placed with the local agents, Messrs. Alex. Ross & Co., Ltd. The machines are due to arrive towards the end of this month and will immediately be sent up to Canton for duty.

### A Dangerous Practice.

It is our endeavour week by week to point out dangerous points at which special care should be taken, or to call attention to any dangerous practices, and we would this week like to refer to one dangerous proceeding that ought to be stopped. When two trams are travelling in opposite directions along Queen's Road and near the junction of Murray Road, it often happens that the tram proceeding westward is being followed by a motor car, which, without waiting to see that no east-bound traffic is approaching, pulls out to the right in the intention of turning into Murray Road. We know that collisions have already occurred through this act of stupidity, and there will assuredly be a serious smash at this point one day if the practice continues. Drivers must understand that they should not suddenly pull out to the right from behind a tramcar, but should make quite certain that the road is clear.

The act complained of would come under the heading of negligent driving and a few prosecutions might have the educational effect desired.

### A Garage Suggestion.

In the Home motoring journals there are always to be found advertisements relating to relatively cheap garages, which can be bought from the makers and assembled on the sites desired. It occurs to us, in view of the great scarcity of private garages, that there is room for a little enterprise here in this regard. Apparently, the Government is not prepared to build further garages on the Peak—at least for the present—and there are numbers of cars left out in all kinds of weathers. For a car owner to secure the necessary land and build his own garage is too costly a proposition, but it should not be beyond possibility for a private Company to secure garage sites from the Government and to erect an inexpensive type of garage, deriving profitable income from the rents charged. Land would be the most expensive item, but here the Government could assist enterprise by making only a nominal charge provided the land were used solely for garage purposes. The Government would also have to sanction a cheap fire-resistant type of structure. There is no shadow of doubt that lack of garage accommodation is definitely hampering the growth of private motoring among residents on the Peak and middle levels.

### Don't Tinker.

A case has just come to our notice in which it has been proved that if a private owner has doubts as to the correct method of effecting any repair or adjustment, it will pay him to put the job in the hands of a reputable service station rather than to tinker with the job himself. The electric lighting system of a motor cycle did not seem to be up to full efficiency and the owner (knowing nothing about such matters) thought he would investigate. When he came to re-wiring he had to call in a Chinese workman to help him, and when the cycle was later in use the ammeter failed to show a charging rate. The re-wiring had been incorrectly done and the equipment had suffered a lot of damage in consequence. He is a sadder but wiser owner now, and there's an obvious lesson for all in the incident.

### Motor Bus Service.

The growing use of the motor bus service, operated by the Hongkong Hotel Garage, between Blake Pier and the University, is evidenced by the fact that as from Wednesday last an augmented schedule has been in operation, giving a 7½-minute service during the busy hours of the day. The detailed time-table which has already been published (and which will be found on another page of this issue) shows that between the hours of 8 a.m. and 10 a.m., 12 noon and 2 p.m., and 4 p.m. and 8.30 p.m. buses will leave Blake Pier every seven-and-a-half minutes, returning with similar frequency from the University. Residents of the districts served by this popular service will doubtless appreciate the considerate enterprise of the operating concern.

### H.K.A.A. Patrols.

The useful service rendered to members of the H.K.A.A. by the uniformed patrols, and the general expressions of appreciation of that service, have resulted in the Committee deciding to engage two more men for the work. From Wednesday last, in addition to the surveillance exercised at the City Hall and Kowloon, another patrol has been posted to the Statue Square parking area, between the Statue and Des Voeux Road. The hours of duty at these two stations are from 8.30 a.m. until 5.30 p.m., and on the Kowloon side from 8 a.m. until midnight. Members are especially requested to leave rugs, parcels, etc. in charge of the patrol.

## A FUTURE KING WHO IS HIS OWN CHAUFFEUR.



An interesting picture of the Crown Prince of Denmark, who was recently on a visit to London, at the wheel of a Fiat car. He is Honorary President of the Danish Royal Automobile Club and when motoring he never takes a chauffeur with him as he understands thoroughly all parts of a car and is able to make any necessary repairs himself. A typical saying of the Crown Prince is "if you want anything done do it yourself."

### MOTOR CYCLING TEST.

#### Reliability Trial for Hongkong.

#### ORGANISED BY THE VOLUNTEERS.

#### Don't Tinker.

The proposal to hold a motor cycle reliability trial in the Colony has at last taken definite form and we understand that such an event is being organised by the Motor Cycle Section of the Armoured Car Co. H.K.V.D.C. This will be something entirely new for Hongkong, but at the outset it should be made clear that the trial is in no sense a speed competition. It will be a test in which the reliability of the motor cycle and the skill of the rider are tested to the utmost, but the machines will not be required to be driven at high speeds. On the other hand a modest limit, probably 20 miles an hour, will be set for the course.

It is well known that apart from the motor roads in the Colony there are a number of paths and tracks and these are particularly numerous on the higher levels. Those responsible for the organisation of the trial are now concentrating on discovering a suitable route over which the trial can be held. In this connexion the utmost assistance is being given by the Police Department which has already given permission for certain paths, usually closed to motor traffic, to be used in connection with the trial.

The organisation of such a trial requires that the route be fixed and then thoroughly examined several times. The work of finding suitable paths and of measuring and checking distances is now in hand and details of the course will be made public as soon as this work is completed. It is expected that what is known as "rough stuff" will be included in the course which will be laid to conform to Home conditions as near as local facilities permit.

It must be strongly emphasised however, that although the course will include some rough going necessary for this kind of reliability trial, it will not be a dangerous course. It will, of course, test

both rider and machine, but the personal risk will almost be non-existent, scarcely any more than any run in ordinary riding from place to place. It is hoped that the course will be between 60 and 60 miles long, this including of course a large number of miles on the ordinary motor roads of the Colony.

The trial will be open to members of the Motor Cycle Section of the Volunteers and to all Europeans and it is hoped that there will be an entry of at least sixty machines. Only solo riders will be allowed to compete, some parts of the proposed course being impassable by combinations. The day of the trial has been fixed provisionally for Sunday, March 11, but the time of the start has not yet been decided on.

As soon as further details have been fixed entry forms will be available together with copies of the rules governing the trial.

At the moment it is impossible to give any indication of the awards, but there will be a cup for competition among the members of the Motor Cycle Section of the Armoured Car Company. Other suitable awards are also being arranged.

The organisation of such a trial involves a vast amount of preliminary work and organisation but other essential details will be made available as soon as possible and within ample time for intending competitors to make themselves thoroughly conversant with the rules etc.

The method of deducting points for poor performances on various sections of the route etc. will be utilised to determine the best performances of the day, and there will be several checks which competitors must pass. It is hoped also to include an observed hill climb in the course.

The Motor Cycle Section is to be congratulated on its enterprise in organising a trial on the lines of those which have become so popular at Home and in other parts of the world. There have been indications recently that such a trial has been keenly awaited by local motor cyclists and it is to be hoped that all those eligible to enter will take part in this first reliability trial and make it such a success that it will be the forerunner of many others.

It should help to stimulate the already healthy interest in motor cycling in Hongkong and bring the Colony more in line with other centres which have successfully organised trials providing good sport and useful tests of both machines and riders.

## BRITISH CARS FOR OVERSEAS.

#### Increasing Demand for High-grade Products.

One of the most gratifying features of the increasing volume of exports in British cars is that the high-grade types are now in much greater demand than at any other period during the past few years. The Sunbeam Company, is one of the oldest-established firms specialising in the manufacture of such cars, has increased its trade considerably during the past few months. The Sunbeam name has always stood very high in the estimation of overseas motorists, and in most parts of the world Sunbeam cars are in use, giving the same unfailing service as at home.

Amongst the recent purchasers of Sunbeam cars is Sir Alexander Muddiman, who is taking two Sunbeams out for his use in Hyderabad.

The Championship of Denmark for the 1927 season was won by Mr. Carl Mortensen, of Copenhagen, mounted on a "Matchless" Model L/R overhead camshaft motorcycle. The championship was decided as the result of an extremely strenuous three-day trial, in the course of which the competitors covered a distance of no fewer than 1,000 miles over the worst roads which could be found in Scandinavia, but this success by Mr. Mortensen and his "Matchless" followed on a long string of successes during the season, part of which was the result of which, "Matchless" Motorcycles are now the most popular make in the Land of Dairies.

### 104,000 MILES.

#### Morris Car's Feat.

The record of a 1928 Morris Cowley, owned by Mr. A. Lingard, of Sydney, Australia, is a fine tribute to the moderately-priced British car. The car has covered 104,000 miles, and is still running well in the service of its owner, who is a traveller for a city firm, and uses the car on business, averaging 80 miles a day, and sometimes carrying very heavy loads in it.

During the time he has had this car in use Mr. Lingard has spent \$21 in repairs on it, including the cost of a complete overhaul. During recent heavy rains, he covered 480 miles over mountain districts, and experienced no trouble, although many higher-powered cars were held up in different places.

## HARLEY-DAVIDSON—1928—FEATURES

Front-wheel Brakes, Throttle-Controlled Mechanical oiler and carburetor air cleaner, are prominent FEATURES. Third Shipment due about 15th February.

BOOK YOUR MOUNT NOW—ALL WILL SOON BE SOLD.

For Full Particulars, ring up K. 1242.

## THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.  
Tel. K. 1242

2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry).

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

## Change Oil Every 1,000 Miles.

### Reason No. 2—Water.

If you have driven your motor car for 1,000 miles, you may be sure that the oil in your crankcase has been badly diluted with water.

For water is continually being manufactured in your engine cylinders—in this way. When benzine explodes in the combustion chamber, it combines with the oxygen in the air and forms steam. If the crankcase is cold, the steam vapours condense, turn to water, and mix with the oil.

To appreciate the amount of water formed by the action of your engine, hold a glass over the muffler pipe and note the rapid collection of water drops from the exhaust.

For each pound of benzine burned, about a pound of water is formed. Your crankcase oil is often diluted 40 per cent.

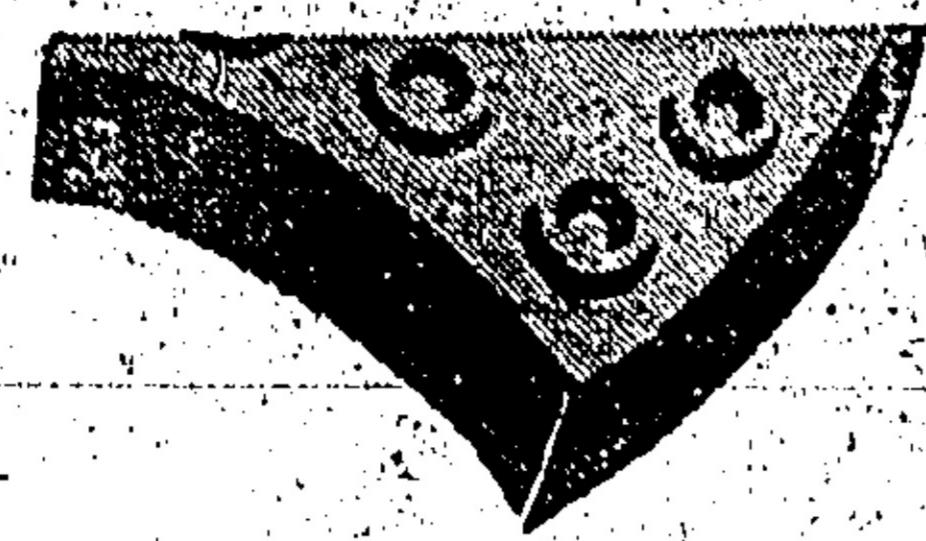
Your engine operates at scorching temperatures. Oil films, to protect, must be thick and tough. Water makes oil thin and weak, causes friction, wear and loss of power. Don't try to operate your motorcar with watery oil. Regularly every 1,000 miles drain and refill with MobilOil. Regular crankcase drafting will give you a more powerful, quieter engine—added months of operation.

**MobilOil**  
*Make the most of your oil*

## VACUUM OIL CO.

# a completely cushioned engine

WHEN BETTER AUTOMOBILES ARE BUILT  
BUICK WILL BUILD THEM



*rubber heels for  
the Buick engine*

The Buick Valve-in-Head engine now has "rubber heels".

Here is an engine completely insulated and isolated from all metallic contact with its chassis.

Thick rubber cushions, at all engine mountings, absorb noise, and save the engine from road shocks and strains.

Money can buy no finer performance than that of the 1928 Buick, no matter how much you are willing to spend.

## The GREATEST **BUICK** EVER BUILT



THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1248 or 1247.  
33, WONG NEI CHUNG ROAD ..... HAPPY VALLEY.

### ADVANTAGES OF SIX-WHEELERS.

#### The Difference Explained.

The extraordinary growth of road transport in the last few years has led to a complete revision of preconceived ideas. And, as a result, it has been incumbent upon manufacturers of transport vehicles entirely to re-examine their previous designs.

Hence the rigid six-wheeler.

The earliest attempts at building a six-wheeled vehicle consisted in telescoping a wagon and trailer into a single unit with the suppression of one pair of wheels. But although this might be regarded as an evolutionary step, the articulated six-wheeler, as it came to be known, was never more than a makeshift; a vehicle with such definite limitations as regards speed, safety and manoeuvrability capacity that it could never possibly become the prototype of a new class.

The difficulty in the way of designing a proper six-wheeled vehicle was more imaginary than real. It was argued that whilst it was possible to steer a four-wheeled vehicle around relatively small areas and maintain all four wheels in rolling contact with the road, this could not be done if the number of axles were increased to three, unless the vehicle were articulated, or unless two of the axles were steerable mounted. It was only when it was realized that the wheels of a vehicle proceeding along a road are never in perfect rolling contact with the road, but that rather the vehicle proceeds in a series of hops, more or less pronounced according to the road surface and the machine's speed, that the conception of the modern rigid six-wheeler became feasible.

It was then seen that if the rear wheels were placed as close together as possible so that there would be very little difference in the position of the arcs described by each axle when the vehicle turned, the fact that there was only partial rolling contact would allow of the slight necessary lateral displacement of the tyres which must take place when the vehicle turned.

#### Theory Proved.

Practice has abundantly proved that this theory is correct. Many

hundreds of rigid six-wheelers have now been built and are in service—some for as long as two or three years—and the predicted excessive tyre wear has not taken place. On the contrary the tyres have actually shown a bigger mileage, in proportion to the weight carried, than those on four-wheeled vehicles. The reason for this is one of the interesting things that was discovered as a result of practical experience with this type of vehicle.

Owing to the "hopping" progress of a vehicle along the road, the differential mechanism, provided between the driving wheels on either side of the vehicle, is constantly in motion. The extent of this movement is almost unbelievable until one tests the matter out by means of two speedometers, one connected direct to the road wheels and the other to some part of the engine ahead of the differential.

At present, he is building a 2,400 h.p. motor boat to travel at 87 m.p.h. and in which he hopes to cross the Atlantic, from Brest to New York, in 50 hours.

Bugatti was also responsible for the origin of the Duesenberg factory in the U.S.A. During the war, he designed an 8 and a 16 cylinder plane engine, which were acquired by the French and American Governments.

The American Government granted a subsidy for the erection of a special factory in which Bugatti aero engines were made, and so the Duesenberg plant was built.

Profiting by this experience Duesenberg's have been making racing cars ever since.

### MOTOR SHOPS.

**Big Profits Made.**  
Travelling butcheries, in motor vans, have been found in England to be more profitable than fixed stores.

Two motor shops owned by a co-operative society sold meat to the total value of £3,088 in six months, and showed a profit of 4s. 10d. in the £.

As against this, the central store of the company sold £2,545 worth of meat, and the rate of profit was 4s. 1d. in the £.

It will be seen that in order to obtain the full benefit of the rigid six-wheel type all four wheels must always be at least two wheels in contact with the road on opposite sides of the vehicle, and therefore this wheel spin can never take place; with a not result of a considerable lessening in tyre wear and a very considerable diminution in the cost of fuel.

The practical proof that this is correct lies in the fact that if a differential mechanism be incorporated in the drive between the two axles, these advantages immediately disappear.

### GASOLINE PUMP DELIVERIES.

#### Shanghai Council's Attitude.

#### PREVENTION OF SHORT MEASURE.

In last week's issue of the *Shanghai Municipal Gazette*, the matter of inspection and testing of gasoline pumps at Shanghai garages supplying petrol for motor cars, is dealt with by the Council in correspondence between them and Messrs. Beck and Swann, secretaries of the Automobile Club of China.

This is a recurrence of a discussion which started in 1925, when the Committee of the Automobile Club put forth for the Council's consideration, the question of the urgent necessity to introduce bye-laws dealing with the testing of weights and measures.

The recommendation followed upon the publication of views of public authorities in America, who maintained that more than 20 per cent of public service pumps were delivering short measure in America at that time.

In reply to the Club's recommendation, the Council pointed out that it had no powers such as were vested in English Municipal authorities by the Weights and Measures Act of 1878, that the installation of pumps was not subject to municipal licence and that the Council, therefore, had no control over their use. It appeared to the Council that the remedy for the alleged short measure laid in the hands of the purchasers.

#### The Bye-Law Contention.

The Committee of the Automobile Club contended that Bye-law 35 of the Bye-laws published in 1923, empowered the Council to regulate the sale of petrol, and that such sale had been regulated by licences. In reply to this, a letter dated March 3, 1925, by the Council, stated that Bye-law 35 was intended as a safety measure in respect of "dangerous and inflammable materials, namely, those which on account of fire or explosion may endanger life or property," and not as an authority for controlling their sale. "Moreover, the periodic inspection of

gasoline pumps would necessitate an increase in the personnel of the Police force and it is not considered that the whole community could be asked to shoulder the expense for the benefit of motorists only, especially as no question, either of the safety or health of the public is involved," the letter said further. The Council, therefore, found no necessity for a change in its attitude.

In November, 1927, the issue was taken up once more by the Secretaries of the Automobile Club in their endeavour to get the Council to alter its decision regarding the testing of gasoline public delivery pumps. This correspondence published in a recent *Municipal Gazette* points out that the number of filling stations has increased considerably, and is likely to increase still further in the future, and that it was the opinion of the Committee that some sort of control should be exercised over the delivery installation which would ensure correct measure being given.

#### The Council Adamant.

A reply to this by the Council stated its unwillingness still to undertake a general inspection of gasoline pumps throughout Shanghai, for reasons practically the same as in 1925. Letters had been addressed to the companies responsible for the installation of these pumps by the Council, with a view to obtaining evidence which might justify a modification of the Council's attitude.

Replying to these inquiries, the companies had stated that they were constantly on the alert to prevent malpractices of this kind, and that the measuring mechanism of their pumps was sealed and could not easily be tampered with. In addition, frequent inspection had proved to their satisfaction that attempts to alter the adjustment were hardly ever made.

The Council did, however, indicate its willingness to Messrs. Beck and Swann, to inspect any particular pump declared by the Automobile Club of China to be delivering short measure, upon receipt of notice from the Club.

#### 256-MILE PAVED ROAD.

The Minnesota highway from Minneapolis and St. Paul to Duluth is a 256-mile stretch of paved road. It was constructed at a cost of \$5,000,000.

### ROAD CLOSED!



The concrete base of the new Central Highway of Cuba is not to be ventured on, insist officials, who put stones over it so that tourists will mind the detour signs.

#### RIDERS HELD DOWN.

#### DO BIG BUSINESS.

Roadside markets have sold \$100,000,000 worth of produce to motorists this year. This estimate is based on reports from road cars of the American Automobile Association.

A noteworthy feat has recently been achieved by the completion in ten weeks of a fine new motor tug which has just been put into service by the Harbour Department of Cochin. She is 40 ft. long by 9 ft. beam and 2 ft. 10 in. draft, and is equipped with the very latest type of motor machinery which has been supplied by the Ailsa Craig Motor Co., Ltd., of Chiswick, London. This machinery consists of a 6-cylinder 28/35 h.p. marine motor engine fitted with electric starting motor and a dynamo for lighting the ship. With this powerful engine and a good turn of speed she is one of the finest boats in Cochin.



**TEACHING CHILDREN SAFETY.**  
New System Advocated.

San Francisco, Dec 20.  
Increase of the dangerous practice of children playing in streets is generally noted at this season of the year, when Christmas time with new toys, brings a stronger temptation for youngsters to try their coasters, baseballs, balloons, footballs and other playthings on public thoroughfares. Taking cognizance of the increased traffic hazard during the holiday season, the California State Automobile Association has devoted its December school safety lesson to reminding school boys and girls of the dangers of playing in the street.

This lesson, the sixth in a monthly series, is part of the system of visual education installed by the motorizing organization in 10,176 public school class rooms in 1218 cities, towns and school districts of northern and central California, with the co-operation and approval of school authorities. In addition to its striking visual lesson in street-play danger, the poster points out that 60 per cent of the total number of pedestrians killed on the streets are children

under 16 years of age. More children are injured after school hours than at any other time, the poster warns.

"Stay Within the Curb" is the slogan given school children by the association. "Do not run recklessly into the street to play."

A suggested talk by teachers which the association furnishes with the poster, follows:

"Children, be careful while you are playing. Many a child has lost his life while playing on the street. The seemingly harmless act of chasing a ball across the street has often ended in tragedy."

"More children are killed and injured while at play on the streets than in any other way. And more children are injured and killed after school hours than at any other time."

"Dangerous practices are playing ball on street or roadway; roller skating in the street; riding rear ends of automobiles or trucks; riding bicycles; especially at night without lights; "jaywalking"—crossing at other than intersections or marked crosswalks; running across the street; walking out from between parked automobiles; neglect to look both ways before crossing the street; playing games in the roadway; disobeying boys of Public School Traffic Reserves."

## STUDEBAKER

World Wide Records

IN THE LONGEST RUN EVER MADE IN AUTOMOTIVE HISTORY THE COMMANDER HAS CONCLUSIVELY PROVED ITS ENDURANCE AND SPEED—25,000 MILES IN 22,968 MINUTES! NOTHING ELSE ON EARTH EVER TRAVELED SO FAR SO FAST. WITH THE ESTABLISHMENT OF ALL DISTANCE RECORDS FROM 5 TO 25,000 MILES AND ALL PERIOD RECORDS FROM 1 TO 384 HOURS, STUDEBAKER NOW HOLDS EVERY OFFICIAL ENDURANCE AND SPEED RECORD FOR STOCK CARS REGARDLESS OF POWER OR PRICE.

IF ONE STUDEBAKER COMMANDER HAD GONE 25,000 MILES IN LESS THAN 25,000 MINUTES, SOME MIGHT LAY THE ACCOMPLISHMENT TO LUCK. BUT FOR THREE COMMANDERS TO ACHIEVE THIS REMARKABLE FEAT IS POSITIVE PROOF THAT THE COMMANDER IS "THE GREATEST ACHIEVEMENT OF AUTOMOTIVE ENGINEERING IN THE LAST TEN YEARS."

IN ALL AUTOMOBILE HISTORY, THIS IS THE MOST UNIQUE TESTIMONIAL TO STAMINA AND PERFORMANCE. WHY NOT TRY A STUDEBAKER. IF FOR ONLY FIFTEEN MINUTES—it's worth your time. WE WILL GLADLY GIVE YOU THE OPPORTUNITY.

### HONGKONG DELIVERED PRICES.

#### ERSKINE

##### H.P. 16.54 R.A.C.—107" WHEEL BASE

Tourer	5 Seater	G. \$1,500
Sports Roadster	4 Seater	1,200
Business Coupe	2 Seater	1,200
Custom Coupe	4 Seater	1,250
Custom Sedan	5 Seater	1,250

All Erskines with wire wheels.

#### DIRECTOR

##### H.P. 27.34 R.A.C.—113" WHEEL BASE

Custom Tourer	5 Seater	G. \$1,450
Sports Roadster	4 Seater	1,400
Duplex Phaeton	5 Seater	1,400
Custom Tourer	7 Seater	1,550
Custom Coupe	2 Seater	1,675
Custom Sedan Phaeton	5 Seater	1,675
Custom Coupe	4 Seater	1,675
Custom Victoria	4 Seater	1,675
Custom Sedan Mohair	5 Seater	1,675

#### COMMANDER

##### H.P. 36.04 R.A.C.—120" WHEEL BASE

Sports Roadster	4 Seater	G. \$1,835
Custom Coupe	2 Seater	1,875
Custom Victoria	4 Seater	1,875
Custom Sedan	5 Seater	1,875
Regal Coupe	4 Seater	1,905
Regal Victoria	4 Seater	1,905
Regal Sedan	5 Seater	1,905

#### PRESIDENT

##### H.P. 36.04 R.A.C.—127" WHEEL BASE

Custom Tourer	7 Seater	G. \$2,200
Custom Sedan	7 Seater	2,435
Custom Limousine	7 Seater	2,700

All prices include 4 wheel brakes, spare wheel, tire and tube, windshield wiper, hindview mirror, bumpers, extra horn, tools, etc., etc.

### THE HONGKONG HOTEL GARAGE

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(THE HONGKONG AND SHANGHAI HOTELS, LTD.)

## THE BRITISH MOTOR INDUSTRY, 1927-8.

### Prospect and Retrospect.

The purpose of this short article is to deal rather with symptoms indicative of general tendencies and progress than with the advancement of design in matters of detail. The year 1927 will probably be best remembered, from the point of view of motor history, as one in which the British Industry definitely put forth fully organised exertions to capture or re-capture the world's markets, as well as to consolidate its already strong position among users of the road in its own country.

No good purpose would now be served by recapitulating in detail the circumstances which led up to the position as it was at the beginning of 1927. The main influences which had moulded that position were, to sum them up briefly as possible, as follows:

First, the War, with its accompanying restrictions, had caused a total cessation of the export of British motor vehicles for civilian use of any kind, and consequently opened doors everywhere to the British Industry's competitors and enabled them to establish themselves firmly before any sort of competition could again be organised from Great Britain.

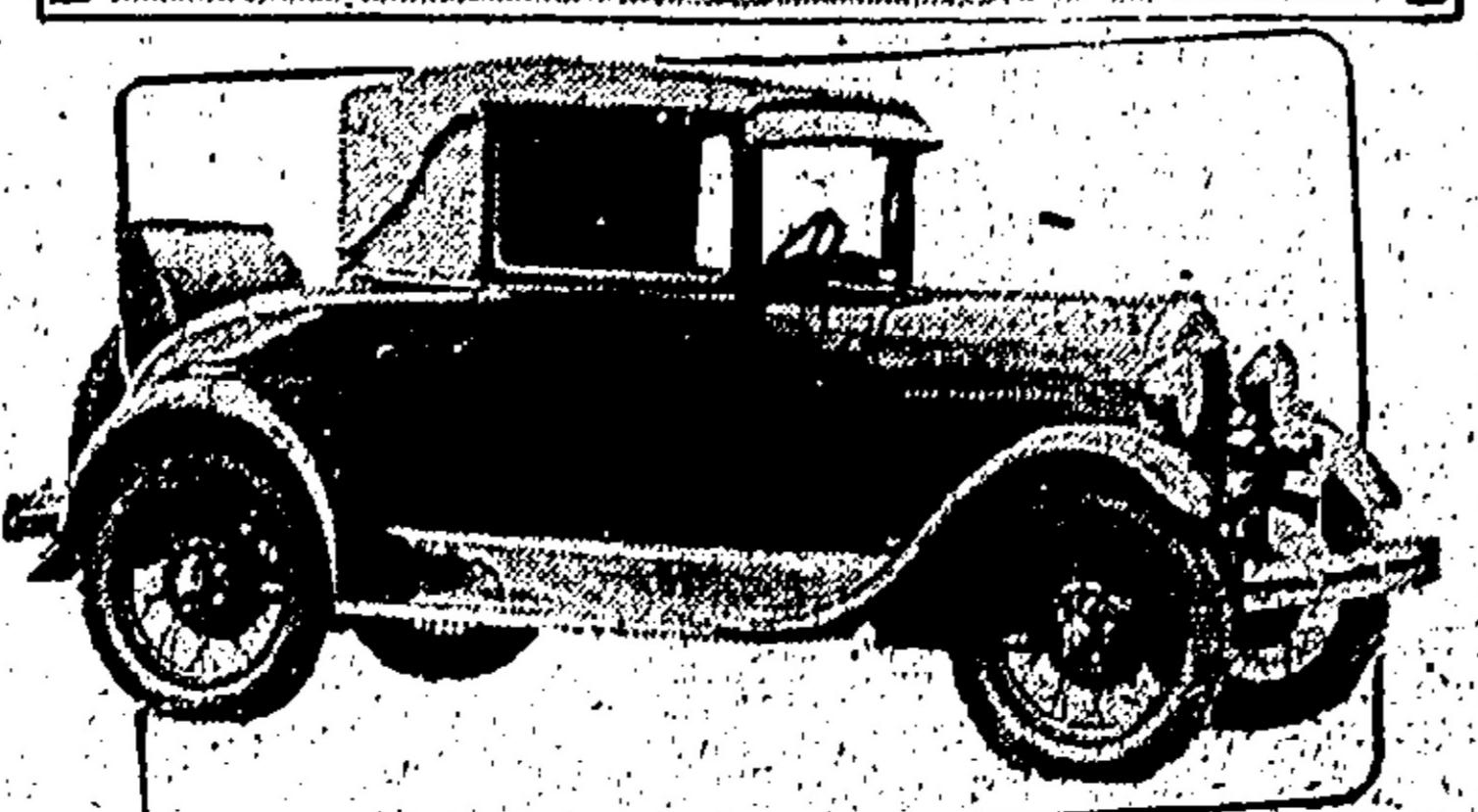
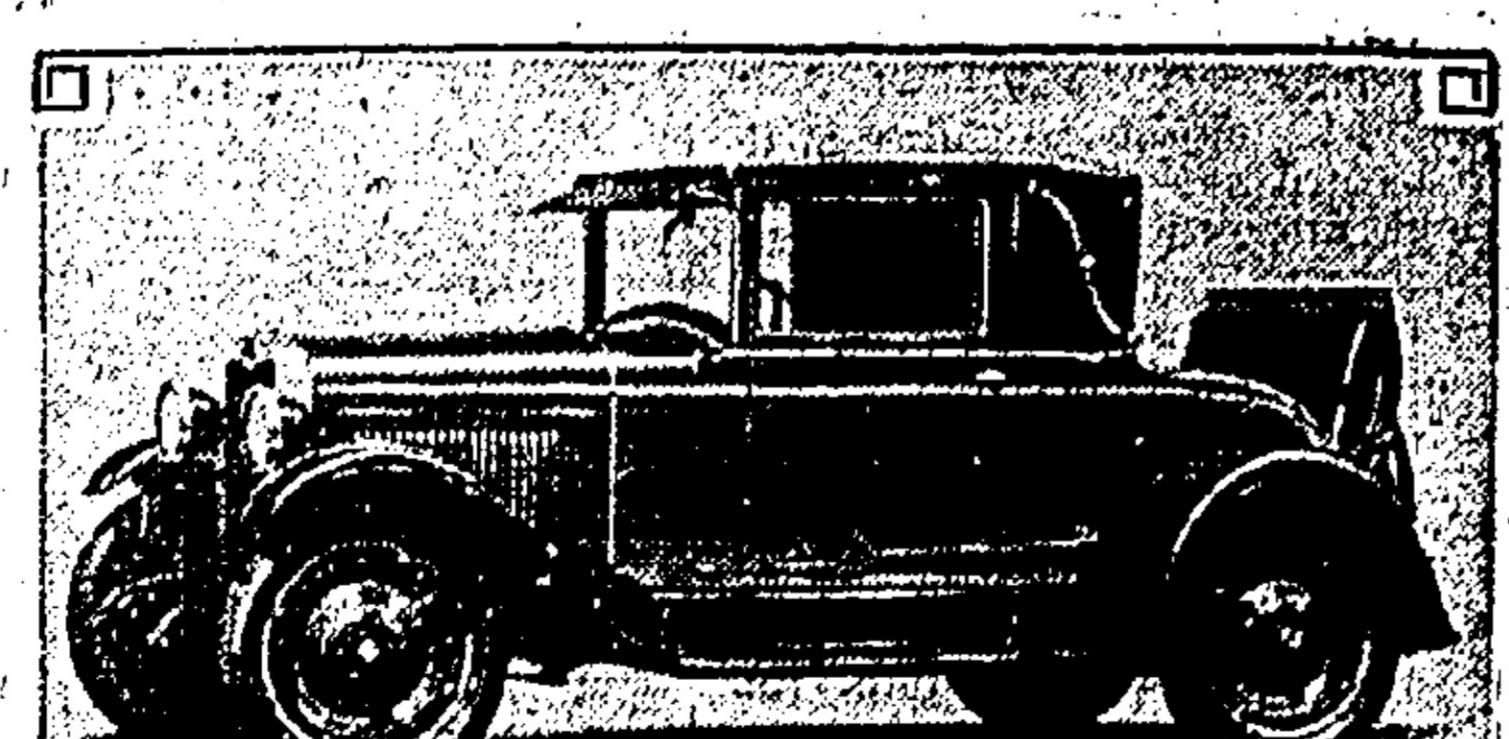
Later came the aftermath of the War, during which factories, the energies of which had been diverted into other channels, had to be re-equipped, with the result that output was trifling and overhead charges very high. During this period, the commercial vehicle section of the Industry suffered from an additional and very serious handicap, inasmuch as its new vehicles were in competition in the markets with its war-time products, new or second-hand, which had become surplus Government stock and had been sold in large numbers and often at ridiculously low figures.

During the past few years, the interest of the British manufacturer in the Overseas markets has steadily increased. Representatives of many of the leading firms have conducted extensive tours, not merely for the purpose of selling vehicles or appointing agents but also with the object of studying the exact requirements of the countries visited. It was, however, left for 1927 to be the year in which the Industry despatched an official delegation to visit many of the Overseas Dominions in the interests of all its constituents and not merely of individual firms. Much of the good work done by this delegation was of a type the value of which would be almost entirely dissipated if it were made public. It must therefore suffice to say that very much was learned and that, from a political as well as from a technical point of view, it seems certain that results will ultimately be found to have more than justified the expenditure incurred.

Somewhat closely allied with the tour of this delegation was the opening of a system of propaganda for British motor goods in Empire markets; a costly undertaking but one that was overdue, and that can hardly fail to justify itself, assuming only that the claims made can be substantiated.

On this last point there can be little doubt. The output of British factories have been increased, designs have been modified to suit Overseas requirements, and the most modern and economical methods of manufacture have been adopted. The result is that while

### TWO SPORTS MODELS.



These two sport cabriolets look so much alike, they could easily be confused. But the upper picture is that of the new Chevrolet. The lower one is a new Model "A" Ford.

## THE WOMAN AND HER CAR.

### New Devices for Beauty and Comfort.

The woman motorist takes almost as much interest in the equipment and decoration of her car as in that of her house, and innumerable are the devices for beautifying the bilious car of the well-off woman, and aiding in a practical way the one who acts as her own chauffeur.

Comfort is also a primary consideration in both cases, hence the increased popularity of the pneumatic upholstery, which eliminates vibration, and with which Miss Cowdray had her car fitted for her world tour. A delightful innovation is a pneumatic loose cushion covered with box cloth, intended to form a back for the third and middle occupant of the back seat, who generally has to sit forward without adequate support. It is a capital idea, and is doubly useful for those alfresco meals which are one of the delights of motoring when it can be propped against a tree trunk, transforming it temporarily into a sylvan divan-chair.

#### Lighting the Saloon.

A novelty in the lighting of saloons is in the form of sprays of natural looking muslin flowers with tiny lamps buried in them, a couple of pink roses and a branch of fuchsia being especially effective. And a useful little adjustable reading lamp for fixing inside saloons has just been brought out. For the inside of the car there is also a nickel-plated robe rail, made in three sizes, over which the rug can be put.

Saloon mascots include fantastic dolls from France and Italy. But the most charming is one made by an English girl and stuffed with English lavender.

For the woman who drives her own car there are some new graded glasses with the top only shaded green that are a great comfort in eliminating glare. Then there is a fresh development of the popular sheepskin cleaner introduced last year for washing the car, in which the hand can be put in the water without it getting wet. It is a mitt mop also made of sheepskin that is slipped over the hand and is so nice and soft that it cleans up the car quickly.

#### For Foggy Weather.

A new fog lamp to fit on the bumper iron that can be tilted at any angle to throw the light on the kerb or edge of the road is welcome. It is veiled with a thin film of gelatine in orange, that, after much experimentation, has been found will penetrate the fog.

There are some very delightful picnic novelties, among them a folding table, a top of five-ply wood painted with cellulose in a variety of attractive colours, and there is also a capital little collapsible stool, with a top of leather mounted on canvas that forms a case for holding the folding legs. A quite inexpensive little picnic case is in three sections, with copper kettle for carrying water, and a top section free of fittings, so that lunch as well as tea could be carried.

### SUNBEAM CARS IN JAPAN.

#### British Reliability Appreciated.

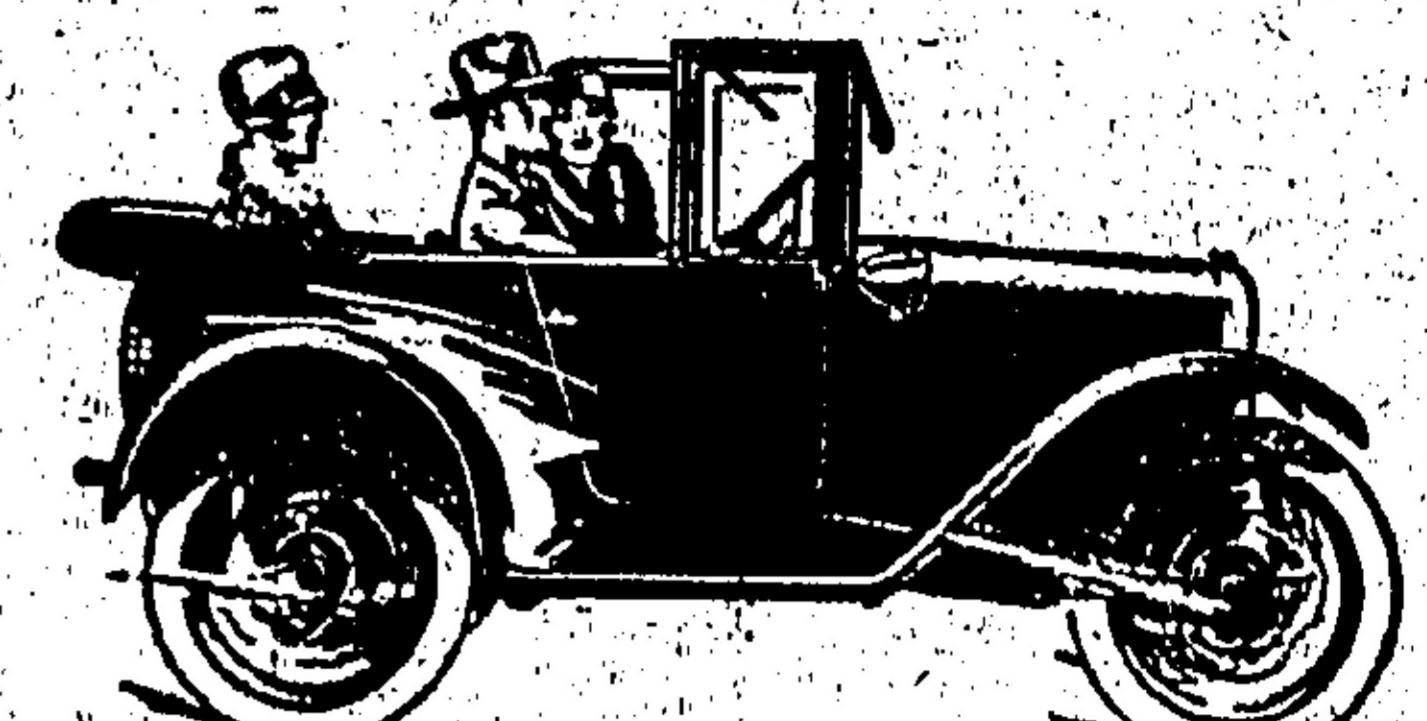
Although the sale of British cars in Japan has never been exceptionally large, there has been, for many years past, a steady demand for the high-grade, British models. Six-cylinder cars with luxurious coachwork have always found favour with the wealthy Japanese, and latterly the eight-cylinder models have attracted attention.

The Sunbeam Company were one of the earliest firms to develop the eight-cylinder car, and during the past few years have supplied their 30 h.p. and 35 h.p. models in considerable numbers. One of the principal residents of Tokyo is the owner of a 30 h.p. eight-cylinder model, and this car is well known in that city, where its imposing appearance and unusual smoothness of running constantly evokes praise for the high-grade British car.

The British Automobile Association states that every facility is now given to the Motorist to take with him his car to South Africa. All shipping and Customs formalities can be arranged through the Automobile Association, which is in a position to issue triptyques (as is done by Continental Tours), thus avoiding the necessity for depositing duty on arrival at the Cape. The cars are accepted uncrated, the freight being assessed on cubic capacity. The cost on cars of ordinary size is between £30 and £40, with special discount for return journey, if made within six months, and arranged beforehand.

## For 1928

choose "the best small car in the world"



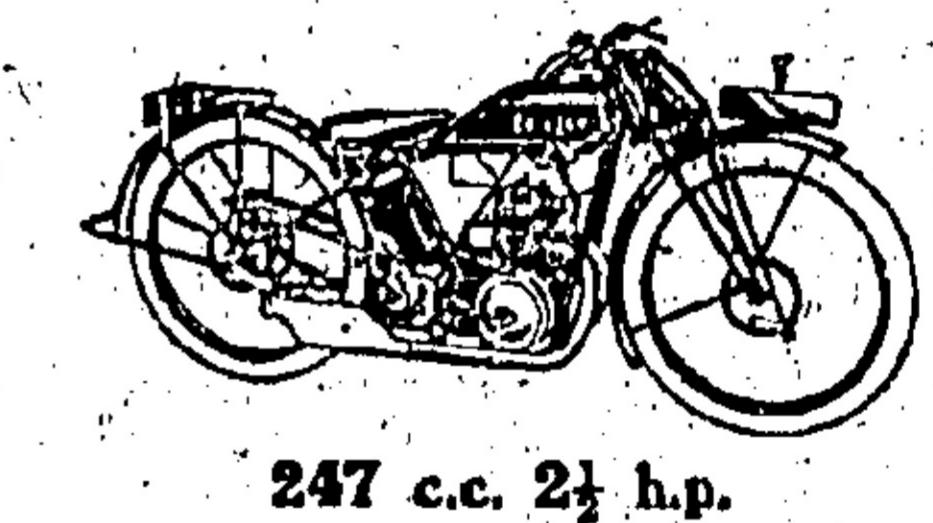
### "AUSTIN SEVEN".

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STOCKS CARRIED

See  
The Startling New Mount  
**Excelsior**



247 c.c. 2½ h.p.

### TWIN PORT-TWO STROKE

A reliable world-known machine with the new feature of a two-stroke engine so much in favour nowadays, at the keenly competitive prices.

Overseas Model \$450 with Electric Lighting Set

Wouldn't you be proud to own one?

THE SINCERE Co., Ltd.  
SOLE AGENTS.

### 1928 INDIAN PRINCE



ANOTHER SHIPMENT HAS ARRIVED  
of the Famous 1928

### PRINCE and SCOUT MODELS.

See them and be convinced of their wonderful value.

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Enquire about our Hire-Purchase System.

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**WHEN YOU GO HOME  
ON LEAVE  
DRIVE YOURSELF IN A  
MORRIS**  
ON DAILY, WEEKLY OR OUTRIGHT  
PURCHASE PLAN WITH ASSURED  
REPURCHASE VALUE.

**YOU MAY MAKE RESERVATION  
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**GET FULL PARTICULARS NOW****The Hongkong Hotel Garage.**

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**MOTOR SPIRIT SHELL MOTOR OILS****FREE AIR — FREE WATER.****CENTRAL FILLING STATION  
OUTSIDE CITY HALL, HONGKONG.**

The Asiatic Petroleum Co. (South China) Ltd. Hongkong.

It is to be expected that an even greater vogue awaits the popular Clyno in Overseas countries in many of which it is now established as a firm favourite. The company, for which Rootes, Ltd., of Devonshire House, Piccadilly, London, W.1, act as sole world exporters, include a special export model of their 12.5 h.p. car in their 1928 programme. This has a 56-inch track, and boasts amongst its special features a fan behind the radiator, and a flywheel cover.

Estimating that within five years there will be more than a million motor vehicles in New York, Dr. John A. Harris, traffic expert, urges that all moving goods by truck in the city be done at night to relieve the traffic congestion.

This latter enables it to negotiate deeply rutted and flooded roads without any risk of cover and grit finding their way into vital moving parts.

**SPEED RECORDS.**

Many Fall in 1927.

Motor Speed records fell like ninepins last year, and 1927 will always be remembered amongst motorists as one of the most remarkable racing years in the history of the development of the car.

It will go down in history as the year when a land machine passed the two hundred miles an hour mark. At the beginning of the year the flying kilomètre, which may be taken as the high-speed mark of all records, stood at 174.883 miles an hour, while at the end of the year it had been raised to the colossal figure of 202.98 m.p.h. For this Britain was responsible, and as has so frequently happened before in the history of the sport, the Sunbeam firm designed and built the car that did it. At the commencement of the year four men were in the running for the world's speed crown. There was the late Mr. Parry Thomas, the wizard of Brookland who then held the record, there was Captain Malcolm Campbell, who was first down on Pendine Sands to 'wrest the coveted honour from him; there was Major H. O. D. Segrave, whose machine with two giant aeroplane engines was being prepared; and on the Continent an Egyptian Prince was backling the famous driver Forestier with a ten-hour straight eight-engined car. Early in February Captain Malcolm Campbell achieved his object with his Napier-engined car, and passed Mr. Thomas' record, but the latter, still undaunted, restreamlined his great Liberty-engined "Babs," and went for it again. It was the effort that cost the country not only the life of one of the finest racing drivers in the world, but deprived the motor industry of one of its greatest designers.

What happened when Major Segrave reached America is well known. He put all the other records in the shade by attaining over 203 miles an hour.

The rise of the firm of Bentley to its present unique position is one of the most sensational things in the history of the motor industry. A post-war firm, they first came into prominence in the last car T.T. race in the Isle of Man in 1922, when they were the only team to finish the leader being placed second. From then they went from triumph to triumph, and it has always been the policy of the firm actually to compete with their stock cars, the same as any member of the public can buy, and to build no special racing models. Races such as Le Mans appealed particularly to them, and Captain Duff won it on a three-litre car in 1924.

Choosing Replacement Rings. In answer to many inquiries as to what kind of rings to use in replacement work it may be said that the "safer" plan is to use the same rings as are found to be used by authorised service stations, of

**NAMES INSTEAD OF NUMBERS.**

New Code for License Plates.

San Francisco, Dec. 22. Names are easier to read and to remember than numbers. That in brief is the theory behind the Mr. Franklin B. Morse letter code system for automobile license numbers, which in the opinion of many would, if adopted in place of the number system now in vogue, materially reduce the number of hit and run drivers who escape after accidents and are never caught.

Mr. Morse, who is a newspaper man here, has for years worked on his code system of letters and claims that he can produce combinable names to cover above the 2,000,000 mark, which is about the number of automobiles that will be registered in California this year.

It is hard for the average person to read and remember six unrelated numbers, especially when the car bearing these numbers is leaving the place of an accident in a hurry. It is much simpler for the average man or woman to remember and to read in a hurry a combination of two short pronounceable words as "Liz-Tel" or "Ten-Men" or "Big-Day." These being a few of the combinations that in Morse's code mean numbers.

This new system seems much more sensible and much more effective as a means of stopping the hit-and-run from getting away," said Mr. Harry Morrill, Jordan distributor here and prominent automobile man when interviewed by *The Chronicle* as to his opinion on the new Morse code system.

"Take, for instance, the number 999,997. It is hard to read and remember, while the code name for that number is 'Wig Wag.' Simply a glance and the name Wig-wag sticks in the memory. Or even a simple number to remember, like 999-999, is not as quickly grasped as its code name: You-Yours. The proper authorities should give serious thought to the question of this code system, with the increasing number of accidents and hit-and-run cases."

**HINTS FOR THE MOTORIST**

by ALBERT L. CLOUGH

**DISAPPOINTING RING-FITTING JOBS.**

A large number of local motorists complain that after having new piston-rings installed in their engines in the hope of stopping oil pumping and gas leaks, these effects are not removed, but in many instances are intensified, by the change.

**Skill and Judgment Necessary.**

Successful replacement of piston-rings is a piece of work requiring not only expert workmanship and specialised knowledge of this branch of repair work, but exact information as to the condition of the cylinders, in which the rings are to be placed and the exercise of sound judgment as to whether ring replacement under existing cylinder bore condition, will prove satisfactory.

**Secure Expert Advice.**

All motorists who are to fit their engine with a new ring equipment are urged first to ascertain from a competent machinist, who has carefully measured and examined their engine's cylinders whether new rings fitted without reconditioning the bores, will give the pistons the requisite gas and oil tightness and then, if ring replacement is decided upon to entrust the work only to an expert machinist, who is experienced in this particular line of work.

**Not a Job for the Layman.**

As very few motorists have the instruments for making the exact measurements required in determining cylinder bore condition and exactly fitting rings, or the data on the side and end clearances required to make rings function properly, and as comparatively few have a suitable tool equipment it is seldom that the ordinary owner can turn out a first rate ring replacement job, especially on an old engine. Installing rings is one of the most important as well as one of the most delicate operations required in engine maintenance and requires the utmost skill of the trained mechanic.

**Choosing Replacement Rings.**

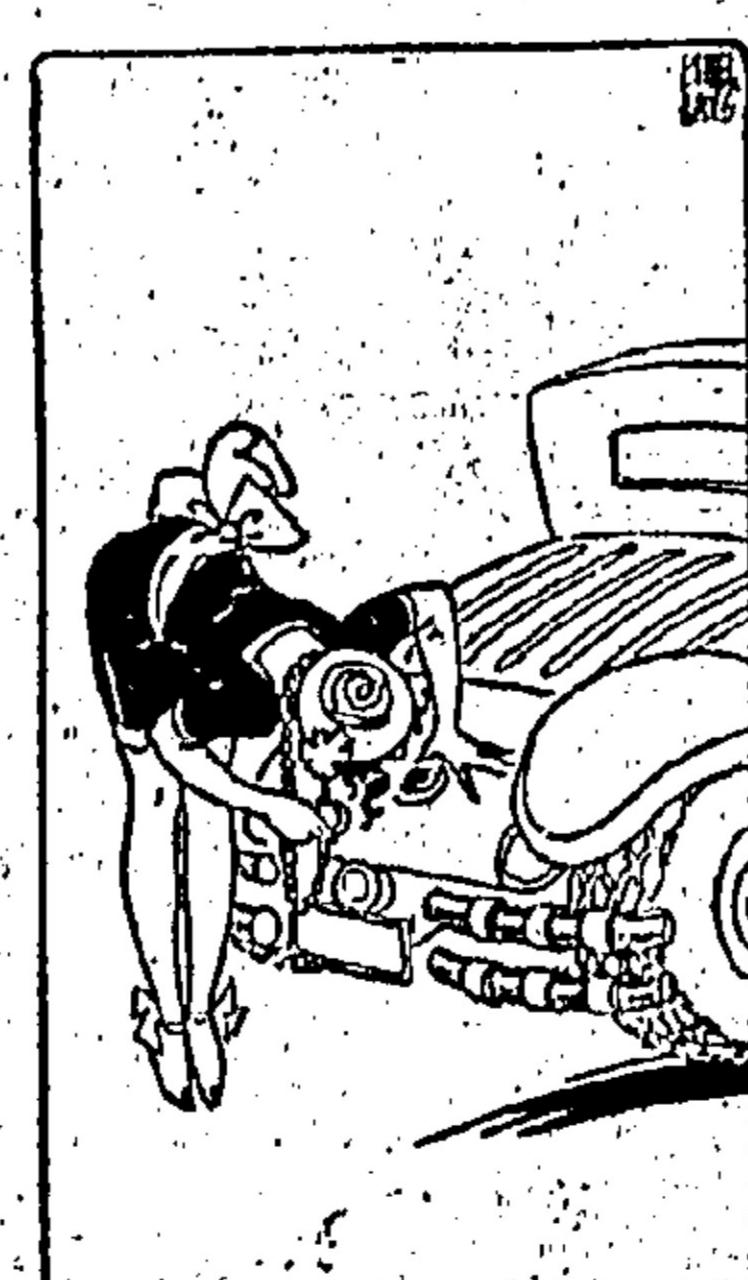
In answer to many inquiries as to what kind of rings to use in replacement work it may be said that the "safer" plan is to use the same rings as are found to be used by authorised service stations, of

**The fastest car in the world—**

The value of the accessories and parts manufactured by Canadian plants during 1926 totalled nearly \$14,000,000.

Major Segrave set up a world's speed record of 203 m.p.h. last March—is now on its way to Australia. It has been placed at the disposal of the organisers of the great British Trade Exhibition at Melbourne, and from February 23 until April 10 Australians will have an opportunity of seeing this wonderful British car. The Exhibition is devoted entirely to British products, and as only one motor car will be shown, it is fitting that it should be the record-breaking Sunbeam.

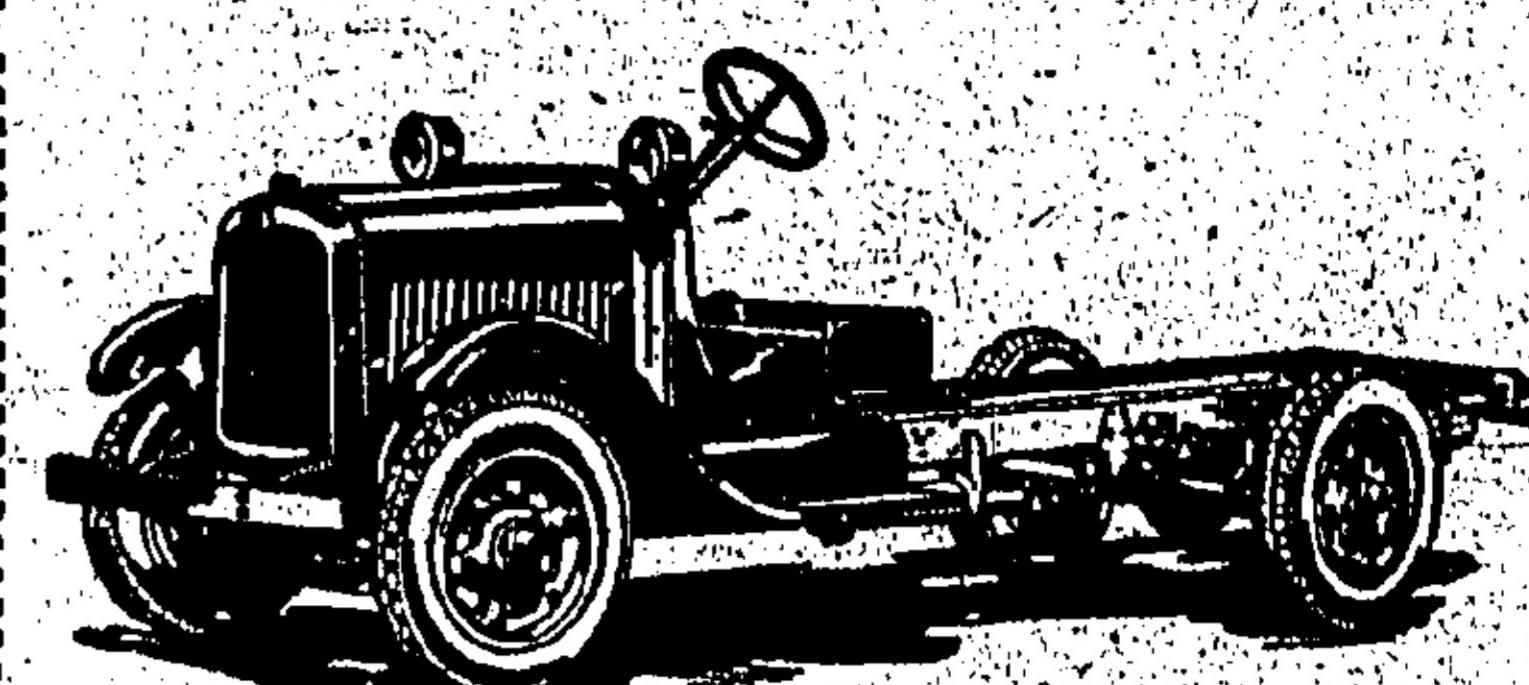
A man in Southampton, has equipped his walking stick with a motor horn. Before crossing the street he sounds his horn, attracts the attention of the motorists and crosses the street in safety.



He may have a big car, but you'd better look in the gas tank.

**TEXACO MOTOR OIL****TEXACO GASOLINE****TEXACO GASOLINE****TEXACO GASOLINE****TEXACO GASOLINE****TEXACO GASOLINE****GENERAL MOTORS (G.M.C.) TRUCKS.**

(POWERED WITH BUICK 6-CYLINDER ENGINES).



This entirely new line of General Motors (G.M.C.) Trucks is powered with the famous Buick 6-cylinder Valve-in-head engine. This is in every sense of the word a modern truck—designed for modern traffic. These trucks are available in the following chassis types:

T-20—1-Ton—H.P. 23.44 R.A.C.

132-inch wheelbase ..... G.\$1,445

T-40—2-Ton—H.P. 29.40 R.A.C.

132-inch wheelbase ..... G.\$2,870

150-inch wheelbase ..... 2,450

162-inch wheelbase ..... 2,480

T-50—2-Ton—H.P. 29.40 R.A.C.

132-inch wheelbase ..... G.\$2,470

150-inch wheelbase ..... 2,550

162-inch wheelbase ..... 2,580

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2½ to 15 tons.

**THE DRAGON MOTOR CAR CO., LTD.**

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD - HAPPY VALLEY.

**CHINA UNDERWRITERS, LTD.**

FOR

**ALL CLASSES**

OF

**MOTOR INSURANCE**

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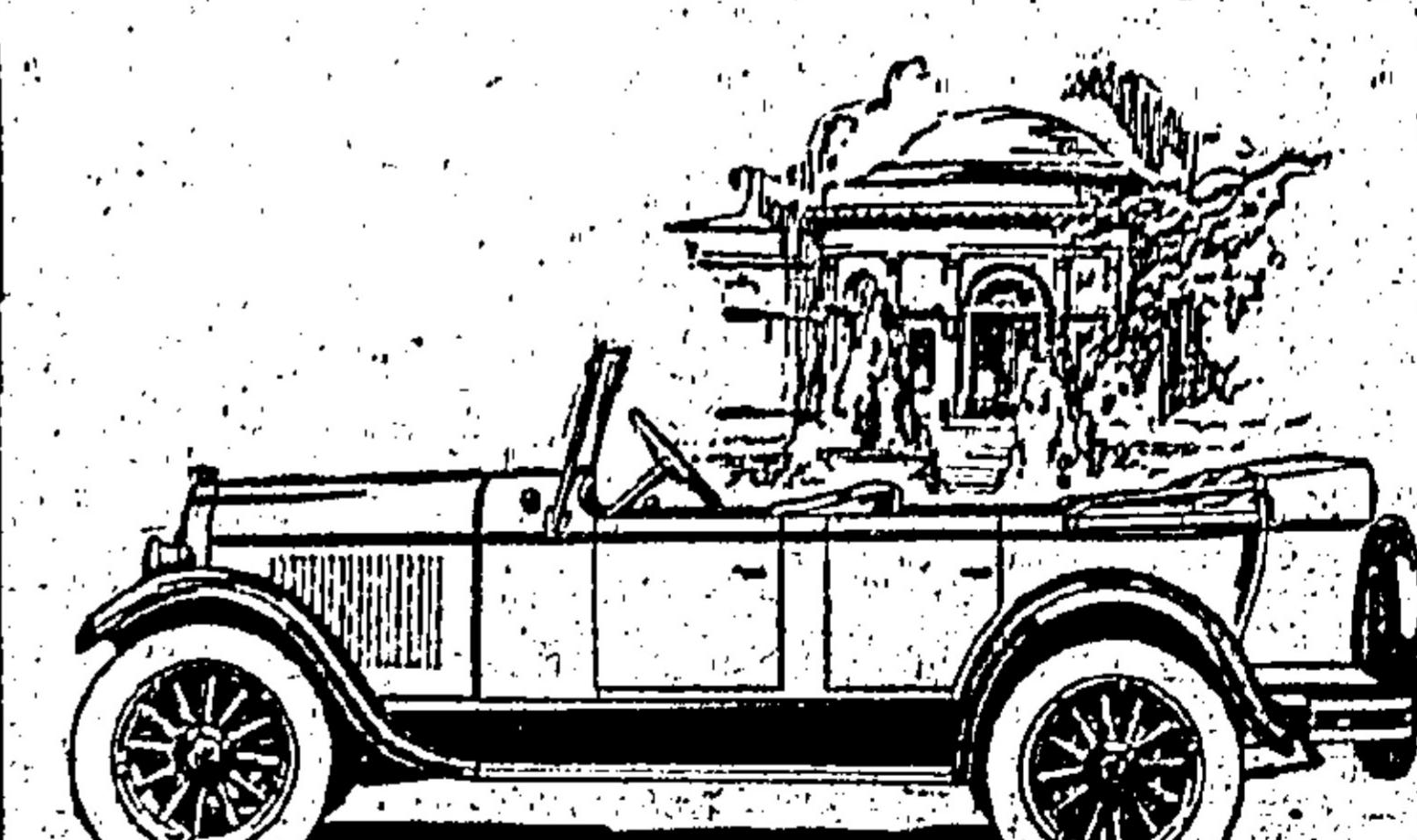
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**OLDSMOBILE SIX**

PRODUCT OF GENERAL MOTORS

111-inch Wheelbase—19.84 H.P. (R.A.C. Rating)—185 cubic inches piston displacement—1928 models.



Dickey-seat Roadster	4-seater	G.\$1,175
Touring Car	5-seater	1,175
Sedan (2-door)	6-seater	1,250
Sedan (4-door)	5-seater	1,350

All prices subject to change without notice.

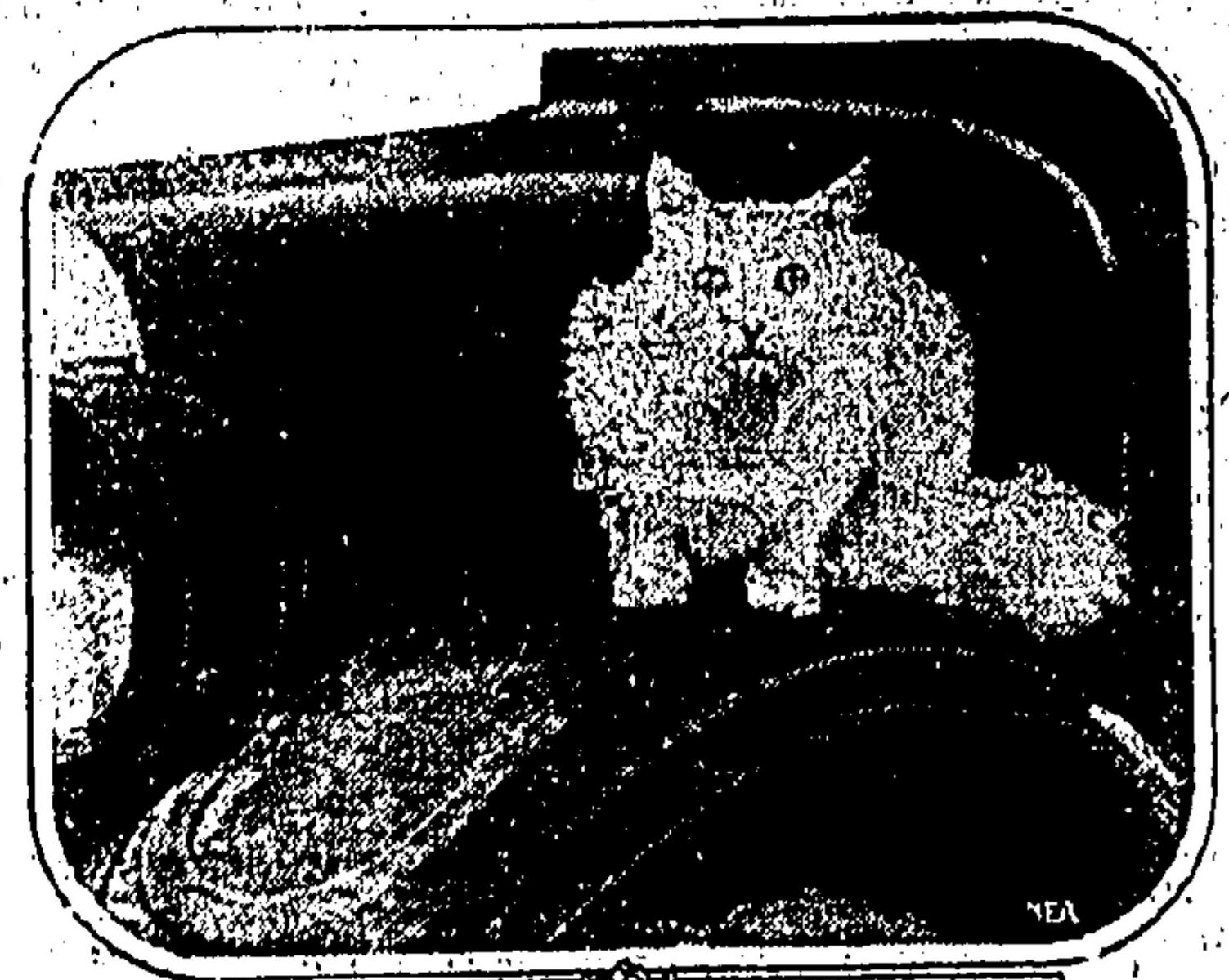
Keen appreciation has greeted Oldsmobile's smart new beauty. Naturally such modish lines and striking colours would win the lion's share of admiration from those who know it only by sight. But every day Oldsmobile performance seizes the attention of those who never knew it before—because you can't know it till you drive the car. This thrilling, smoother performance is the crowning feature of Oldsmobile—the overflowing measure of value now yours at prices lower than ever before.

**THE DRAGON MOTOR CAR CO., LTD.**

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD - HAPPY VALLEY.

## FIRST UNDER NEW HUDSON TUNNEL.



This live mascot sat on the front fender of the first automobile to pass through the new Hudson Tunnel, thereby achieving the distinction of being the first passenger.

## TRAFFIC UNITY IN LONDON.

Little Progress Made.

## THE SOLUTION FOR CONGESTION.

The London and Home Counties Traffic Advisory Committee, in their report for the year ended September, deplore the limited progress made in the direction of improving travelling facilities in various areas.

Emphasis is placed on the need for co-ordinating passenger transport services, and for co-operation in the work of road repairs.

The Committee record that very little actual progress has been made in the direction of giving

effect to their recommendations for improving travelling facilities in various areas, which "we are convinced are the only means by which real improvement can be effected of the admittedly inadequate travelling facilities for these areas."

This regrettable fact, "and the reasons advanced by the operators concerned against giving effect to them, reinforce our view that the co-ordination of passenger transport services with a Common Fund and Common Management, with the elimination of unnecessary, wasteful, and uneconomic competition, is essential before any substantial improvements in travelling facilities can be effected."

## Road Repair Co-operation.

Turning to the question of repairing the roads, the Committee remark: "From experience we are confirmed in our view that the maximum relief to traffic congestion resulting from street works

will not be secured until water, gas, electric light, and other public utility undertakers, having power to break up the surface of streets are placed under the same obligations as those to which road authorities in the London Traffic Area are now subject; namely, that they should submit their programme of major works, involving extensive interference with the carriageway of important streets, to the Minister in advance, in order that he may prescribe the dates on, and the periods during which, such works may be executed."

What can be done by whole-hearted co-operation in co-ordinating works in streets, the Committee continue, occurred in connection with the repaving of Piccadilly, the undertakers concerned being the Postmaster-General, the Water Board, two electric supply companies, and the Gas Light and Coke Company.

## Parking Problem.

With the rapid growth in the number of motor vehicles, the public demand for more parking space continues.

The Committee state that they have endeavoured to meet this demand, in part, by suggesting the appointment of additional parking places. "In Central London where the demand for parking space is greatest, the number of suitable places available for parking is strictly limited, and in future the motoring public must, of necessity, rely more and more on the provision of garage accommodation off the public highway, whether by local authorities or by private enterprise."

Some large stores, the Committee add, have set an example in providing accommodation for customers' cars, which might well be followed by other large business firms, hotels, theatres, &c.

Dealing with "roundabout" traffic schemes, the report states that the experiment in Parliament-square has fully justified expectations, while at Hyde Park Corner the experiment "has proved entirely successful, the number of traffic intersections being reduced from 28 to one."

At Piccadilly-circus the round-about system has reduced traffic intersections from 18 to five.

## BY THE WAY

[By Israel Klein.]

Chains take a great deal of punishment during a winter's usage, but they return a proportionate amount to the car.

On a 30 by 4.40 tyre, it has been pointed out, a cross link hits the pavement 600 times in a mile. When the car has gone 100 miles, each cross link has come into contact with hard pavement or ice 66,000 times.

Add to this the strains of barking, starting and pulling, and little more may be expected of them.

In return for this hard usage, the chains take their revenge out of the tyres, force the engine to work harder and can rip holes into the fenders.

That is, of course, if the driver is careless about them.

Proper attachment of chains and careful driving will afford the most possible benefit out of the chains and the least possible harm to tyres, engine or other parts of the car.

In the first place, the chains should be put on right. They must be loose enough to allow them to work their way around the tyres. If they are tight, they will stay in one position, cutting into the casings and causing tyre trouble.

A little play will cause even wear on the tyres all around.

The chains, however, must not be too loose, or they'll rattle against the fenders when the car goes at any considerable speed and breaks easily. Furthermore, constant tapping of a chain on the same spot of the fender will eventually wear a neat hole there.

In the case of the new type of rubber links, on the contrary, the chains must be applied as tight as possible. The tyres should be blown to their requisite pressures and then the chains may be applied tightly.

The reason for this is that rubber chains are flat and smooth, and therefore do not need to have free play around the tyres. In fact, if applied loosely, they are liable to break easily.

Applied tightly, rubber chains will help lengthen the life of the tyres. These may be kept on all winter, no matter what the weather for they are no bother either in driving or in the way of comfort.

With chains on, motorists might think they are free to speed along the worst sorts of highways with utmost safety. The safety may be there, but the wear and tear on the chains and tyres won't be.

Tyre chain manufacturers say that drivers should not go faster than 25 miles an hour, to get the best out of them. Weather conditions alone should compel motorists to keep within this limit.

"The fact that chains are necessary or advisable," says one maker, "is a warning in itself that high speeds should not be attained and that caution is in order."

Because of the modern hard pavements, it is advisable to keep chains on the tyres only when necessary. Chains on dry pavements are harmful to the tyres, make uncomfortable riding, are a strain on the engine and wear out faster.

The exception to this is the case of rubber chains.

## Banish Expense!



## AN IMPORTANT REFINEMENT.

## Machining Combustion Chamber Domes.

Machining combustion chamber domes in cylinder block heads, an important refinement in motor cars which now is found only on a limited number of cars because of the cost, has been greatly simplified by a new machine invented and just completed by the Packard Motor Car Company.

On a 30 by 4.40 tyre, it has been pointed out, a cross link hits the pavement 600 times in a mile. When the car has gone 100 miles, each cross link has come into contact with hard pavement or ice 66,000 times.

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It has been ordinary practice to leave the dome as it comes from the foundry. With this method there can be no assurance of an absolute uniformity in the cubic contents of each motor cylinder. Differences in the volume of cylinders in a motor necessarily result in varying volumes of explosions, causing roughness in the motor action. Machined domes also greatly reduce carbon trouble.

## PACKARD SINGLE SIX MOTOR CARRIAGES.

29.40 H.P. R.A.C. Rating—block test actually develops more than 80 H.P.—288.60 cubic inches piston displacement.

Model 526—Single Six—123-inch wheelbase.	
Phaeton	5-seater
Rumble Seat Roadster	4-seater
Sedan	5-seater
Coupe	4-seater
Convertible Coupe	4-seater
Model 538—Single Six—133-inch wheelbase.	
Roadster	4-seater
Phaeton	5-seater
Touring	7-seater
Coupe	4-seater
Club Sedan	5-seater
Sedan	7-seater
Sedan Limousine	7-seater

## PACKARD STRAIGHT EIGHT MOTOR CARRIAGES.

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

Model 443—Straight Eight—143-inch wheelbase.	
Rumble Seat Roadster	4-seater
Phaeton	5-seater
Touring	7-seater
Coupe	4-seater
Club Sedan	5-seater
Sedan	7-seater
Sedan Limousine	7-seater

The above prices are for delivery in Hongkong or Kowloon.

All prices and specifications subject to change without notice.

## THE DRAGON MOTOR CAR CO. LTD.

Telephone Central 1246 or 1247.

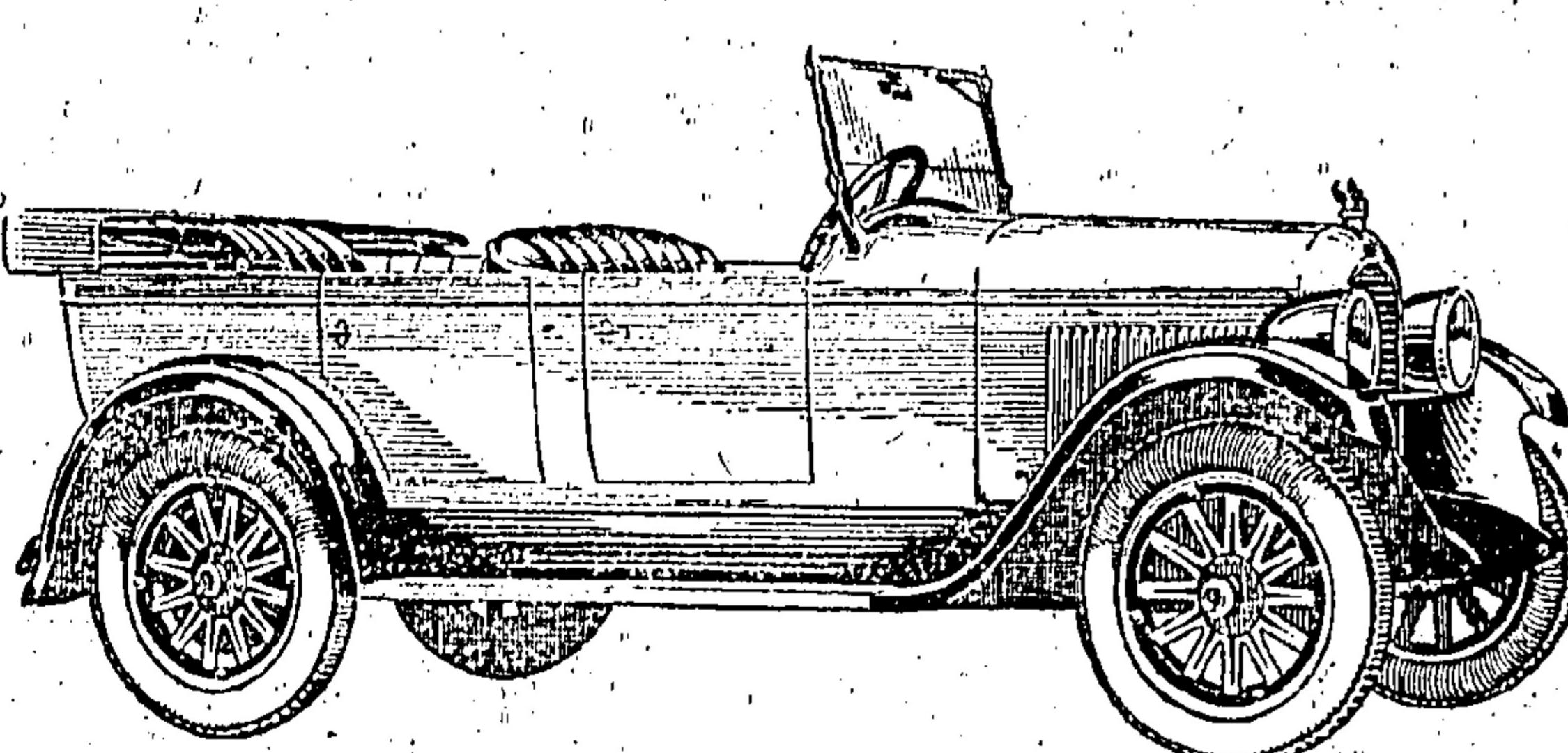
33 WONG NEI CHUNG ROAD—HAPPY VALLEY.

The new Packard machine is operated through the wizardry of cams, as were the former Packard machines. However, the usual contours of the cams, together with the fact that the cutting tools are mounted on the ends of long arms, each having two universal joints, make the machines do the seemingly impossible. A woman might clearly appreciate the difficulty of the fact if she were to understand that it would be the equivalent of taking six or eight pears of approximately the same shape and so peeling them

that each at the finish would be the same in size and shape, without the variation of a thousandth of an inch.

The Packard Company has found that the mechanical perfection reached through the invention permits the combustion chamber domes to be held to even closer limits of exactness, one with the other, than when they were completed by hand polishing. Packard engineers say an even better Packard car, mechanically, than ever.

## CHRYSLER "52"



Price from G\$1050 and Upwards.

## Make This Car Prove These Claims:

- Easier to steer and handle . . . . .
- MORE responsive performance . . . . .
- Greater Power and Speed . . . . .
- No Fatigue or effort to Manage . . . . .
- No vibration, smoother operation . . . . .
- Quicker Pick-up, Safe to Stop . . . . .
- Low centre of gravity, absence of sway . . . . .
- EVERYTHING for control, More convenient . . . . .
- BIGGER value in Every way . . . . .

## ANYTHING YOU DEMAND OF A CAR, BETTER THAN ANY OTHER.

IF THE CAR DOES NOT SELL ITSELF, YOU WILL NOT BE OBLIGATED OR ASKED TO BUY.

Sole Agents for

HONGKONG and SOUTH CHINA,

A. LUNG & CO.

19, Queen's Road, Central

Tel. C. 1219.



The requirements of up-to-date bus operators are becoming more exacting, and nothing short of private car comfort will be accepted in a modern bus. One of the principal attributes of a first class private car is its quietness in operation; such quietness in commercial chassis was almost unknown until the advent of the sleeve valve engine. An advanced design of this type of power unit is fitted in the Associated Daimler "Models 423 and 424" chassis which are, not only as regards silence, but in speed and ease of control, equal to a first-class private car.

In the realm of industry where efficiency is a by-word, heavy hauling vehicles tyred with Goodyear Heavy Duty Cushions are meeting and surpassing the highest standards.

GOODYEAR



DISTRIBUTORS

ALEX. ROSS & Co. (China), Ltd.  
PRINCE'S BUILDING, HONGKONG.

*The Very Idea!*

Mr. and Mrs. Brown were doing a walking tour through Scotland, and in the course of their wanderings they came across an old fashioned inn. "Accommodation for man and beast," read Mrs. Brown aloud. "What do they mean by that?" "Married couples, I expect, dear," said Mr. Brown shortly.

Little Jack Horner retired to his corner. Declaring the night was a frost; But his trainer said "No, I've a column or so. And you'll now tell the world 'How I Lost'."

"Silent Jim" (Jim Telferton) has retired from the L.C.C. tramways. In the thirty-three years in which he has been working for the L.C.C. his workmates assert that he has rarely been heard to say anything but "Yes" and "No." If he is only strong as well, he is the man we have been looking for.

Man, at Bow County Court: He earns more money in a month than I do in a week. Debtor, loftily: That is a hyperbole.

Solicitor, at Bow County Court: Your husband supports you? Wife: Well, he is not an ornament. East London lodger: I am not the only nuisance in the house. My landlady wants to fight the street when she is "offed up."

Lambeth man: He said, "Let lying dogs sleep."

Man, at Kingston: When I saw the car coming I thought of "safety first" and leaped, but fell into a ditch.

That versatile humorist, Mr. D. Wyndham Lewis, has ventured to predict that when we reach the ideal state children will be born with coloured ears, red on the port side and green on the starboard, "for the better crossing of streets." Arising out of which, I suppose we may then expect to hear, when passing elementary schools, the cheerful chant of fifty or sixty little voices chorusing "Green to green, and red to red, perfect safety—Go ahead!" This, perhaps, is looking rather far into the future. As a preliminary, however, to this ultimate development of our present hydrophone equipment, our eugenists might see whether it is possible to evolve some sort of bat's-wing hook on which motorists might rig steering signalling arrangements such as the Navy uses—a ball on one side, and a cone on the other, rising and falling in unison with the helm movements—to indicate their intentions pro bono publico.

Using all his eloquence, the experienced salesman had been displaying his stock to the customer. He had tempted her with green, purple, and pink velvet, muslin, and other cloths, but so far in vain.

Then he brought out another roll of material, in which he seemed to have confidence.

"Now, madam," he said, confidently, "this is lovely fine. Colour fast and unshrinkable, guaranteed to wash like a ring, and makes up splendidly. This piece of cloth speaks for itself."

"Then," interrupted the customer, "suppose you keep quiet for a moment, and give it a chance?"

Cricket is the finest game that the wit of man has devised.—Mr. P. F. Warner.

We must not build our deepest convictions on our love of strife.—Dr. E. Lyttelton.

Amateur film-making will become as popular as ordinary snap-shooting is to-day.—Mr. A. Jarvis.

War brought out the best that was in the British Empire and, had as war was, I would rather see another war than those good qualities should go under.—Lord Jellicoe.

A certain woman came before a pension committee and stated that she was seeking her "eternity" benefit.

"Your what, madam?" queried the chairman.

"My 'eternity' benefit," she reaffirmed.

"My dear woman, 'eternity' means your 'hereafter'."

"Yes, sir; that's what I'm here after."

What is broad daylight in Manchester is a delicate question.—Mr. Justice Scrutton.

If you have something to say, say it clearly, concisely, forcibly, if you like, and then sit down.—Sir W. Joynson-Hicks.

It is our business to convince all men that the way to security is by friendship, and not by airships.—The Dean of Worcester.

The general average of intelligence among M.P.'s is higher now than it was when I first entered the House.—Viscount Ullswater.

## STABILISING THE FRANC.

### M. POINCARÉ STILL SPEAKING ON FINANCE.

#### AFTER THE ELECTION.

Paris, Feb. 3. M. Poincaré, continuing his speech on the finances of the country this morning, addressed the Chamber for three hours and has not finished yet.

M. Poincaré dwelt on the difficulties connected with that burning question, stabilisation, and said that the hour for legal stabilisation has not yet struck.

When it did strike, he announced, the Government would waste no time in submitting a Bill to Parliament.

The speech tended to confirm the belief that stabilisation will be effected, at the present rate, after the elections.—Reuter.

#### Foreign Policy.

Paris, Feb. 3. M. Briand, the Foreign Minister, in the Senate, gave a lengthy review of foreign affairs, declaring that he welcomed the dialogue across the frontier with Dr. Stresemann, as leading to decisive explanations, by which misunderstandings could be entirely dissipated.

The Locarno Pact, he said, contained both mystical and practical elements which had to be reconciled, but he considered that Dr. Stresemann was wandering amidst olive groves.

The Locarno Pact, declared M. Briand, had the tendency to hold the hand to receive rather than to give. Germany must realise that the two countries were bound to meet with difficulties before they could hope to reach a healthy understanding.

#### Not a Conjurer's Hat.

M. Briand added, that Locarno was not yet a conjurer's hat from which one could produce anything and declared that the evacuation of the Rhineland was not a question for France alone to decide. He recalled what he told Herr Stresemann at Thoiry: "If you want to hasten evacuation you must carry out disarmament and consider how to advance the reparations payment."

M. Briand opposed the rupture of relations with the Soviets but demanded diplomatic correctness. He anticipated the disappearance of the last obstacle to Franco-Italian friendship and finally prophesied that 1928 would not close without the grave questions of war debts and reparations being settled in such a way as to consolidate hopes of a general peace.

The Senate voted by a show of hands on the motion approving M. Briand's policy.—Reuter.

#### NAVAL PROMOTION.

### NEW ADMIRAL OF THE FLEET.

London, Feb. 3. It is officially announced that Admiral Sir Henry Oliver has been promoted Admiral of the Fleet in succession to the late Admiral Sir John de Robeck.—Reuters.

Admiral Sir Henry Oliver, K.C.B., K.C.M.G., C.B., M.V.O., was until recently Commander-in-Chief of the Atlantic Fleet, serving in that capacity for three years. He joined the Royal Navy in 1878, was promoted Lieutenant ten years later and Commander in 1899. Just prior to the War he was promoted Rear-Admiral, becoming Chief of the Admiralty War staff on the outbreak. Appointed Vice-Admiral in 1918, he was given the command of the Home Fleet, but from 1920-24 served as Second Sea Lord. He was promoted full Admiral in 1923.]

Other Promotions.

London, Feb. 3. It is announced that Admiral Sir Henry Oliver has been promoted to be Admiral of the Fleet in the vacancy caused by the recent death of Sir John de Robeck. Vice-Admiral Sir Richard Webb is now promoted to be Admiral, and Rear-Admiral Bertram Trench to be Vice-Admiral. All the appointments date from January 21st.—British Wireless.

#### FRENCH RAILWAY RATES.

Paris, Jan. 26. The Chamber of Commerce of Paris, with regard to the increase in railway freightage, has written to the Minister of Public Works, pointing out that the effect of the increase will be to add to the cost of living.—Indo-Pacific.

## LOCAL LADY'S DEATH.

### MRS. DONALD MACDONALD PASSES AWAY.

Many old residents of the Colony will learn with the deepest regret of the death, which occurred this morning, of Mrs. Donald Macdonald, widow of the late Major Macdonald, of the Hongkong Volunteer Corps and a past President of the Hongkong St. Andrew's Society.

The deceased lady, who was about 68 years of age, went Home with her husband some ten years ago, when the latter retired from the position of head of the firm of Macdonald and Co., marine surveyors.

She returned to the Colony about a year ago and has been residing in Observatory Villas, Kowloon, where death took place in the early hours of this morning. Mrs. Macdonald had been in somewhat indifferent health of late, but she was able to attend the recent St. Andrew's Ball, being amongst the official supper party. A few weeks ago, she became ill and had to go to hospital, but was later able to return to her home. However, her condition gradually became worse, and she passed away this morning.

The late Mrs. Macdonald was born in Hongkong and before her husband's retirement she resided for many years in the Colony, making a wide circle of friends, by whom she will be greatly missed.

She leaves a son and married daughter, Mrs. Pope, with whom much sympathy will be felt.

The funeral takes places this evening, passing the Monument at 5 p.m.

#### EXCHANGE RATES.

	London, Feb. 3.
Paris	124
Brussels	34.98
Amsterdam	12.09 1/2
Berlin	20.43
Copenhagen	18.20
Vienna	34.57 1/2
Helsingfors	193 1/2
Lisbon	2.11/32
Bucharest	.792 1/2
Buenos Aires	47.29/32
Shanghai	2.65 1/2
Yokohama	1/11 1/2
New York	437 1/32
Geneva	26.32
Milan	62.05
Stockholm	18.14
Oalo	18.32
Prague	164 1/2
Madrid	28.59 1/2
Athens	367 1/2
Bio	5.29/32
Bombay	1/6
Hongkong	2/0 1/2
Silver (spot)	20 1/2
Silver (forward)	20 1/2

—British Wireless.

#### CLEVER BABES.



Little Wendy Remington and Audrey Goodman will appear in Miss Capell's forthcoming dancing displays on the 22nd, 27th and 29th instant.

## HONGKONG CHAFF.

By B. R.-B.

There's nothing  
The Bamboo  
Can't do:  
It makes food  
And pens,  
And coops for hens,  
It carries the Bride when she's married.  
It makes curtains and mats  
And raincoats and hats  
And bears off the corpse when it's buried.

#### OTHER PROMOTIONS.

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## NATURALISATION RIGHTS.

### COLONY FOLLOWS IMPERIAL PROCEDURE.

#### AMENDING THE LAW.

The Government Gazette contains the draft of an Ordinance to amend the Naturalization Ordinance, 1902, and to provide for the revocation of naturalization rights in certain cases.

One object of this Bill is to apply to local naturalization the powers of revocation which exist with regard to Imperial naturalization. Put shortly, the chief cases in which revocation will be possible are the following:

(a) where naturalization was obtained by fraud, or false representation, or concealment of material circumstances;

(b) where the person in question has shown himself disloyal to His Majesty;

(c) where the person in question trades with the enemy, or adheres to the enemy, in any war in which His Majesty is engaged;

(d) where he has ceased to reside permanently in the Colony;

(e) where he is sentenced by any court in His Majesty's dominions to imprisonment for twelve months or to penal servitude or to a fine of one thousand dollars or one hundred pounds.

In cases (a) and (b) above the Government must revoke the naturalization rights of the person in question: in the other cases he has a discretion. Provision is made that before making any order the Governor may refer the case for inquiry to a committee to be appointed by him and to be presided over by a Judge of the Supreme Court. In certain cases, including those referred to in (a) and (b) above, the person to be affected will have the right to an inquiry.

The other object is to provide that a person naturalized locally shall automatically lose his local British status if he leaves the Colony and becomes naturalized in some foreign State. This provision is also based on the law relating to Imperial naturalization.

#### HOW MUCH DO YOU KNOW?

#### TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*.

Answers, for those who need them, will be found on page 18 of this issue.

1 What was the "Philosopher's Stone"?

2 Who wrote the following: "The Endid," "The Admirable Critchon," "Truly," "The Wealth of Nations," "A Doll's House"?

3 What was a barometer register?

4 What great historical event was made possible by the aid of Ferdinand and Isabella of Spain?

5 How did lawyers' fees originate?

6 Quoto the shortest verse in the Bible?

7 What was Samuel Pepy's profession?

8 Who founded Winchester College?

9 What is the mezzanine floor?

10 What is "dog's nose" and what flower's scent does it suggest?

11 Why did Augustine find it comparatively easy to preach Christianity in Kent in 597 A.D.?

12 In what Shakespearean plays do the following characters appear: Touchstone, Imogen, Cassio, Cusca, Hero, Florizel?

With the official edict banning the old Chinese watchman's uniform, there has passed out of use yet another feature linking the Colony of Hongkong with olden days. The cone-shaped hat, the ill-shaped hose, and the felt shoes which for so long distinguished the native watchman are all to be discarded for the more efficient-looking European uniform. While regretting the passing of this and other features familiar to those long resident in the Colony, the change is to be welcomed if only for the undoubtedly additional smartness it conveys on an organization which takes a prominent part in the maintenance of peace and order.

#### MARITIME LABOUR.

#### ANOTHER INTERNATIONAL CONFERENCE.

Geneva, Feb. 3.

The executive Council of the International Labour Office has passed a resolution in favour of holding an International Maritime Labour Conference immediately after the ordinary Labour Conference next year.

The motion was supported by the Labour group, but was opposed by the Executive of the Labour Office and also by Mr. Forbes Watson, the British employers' delegate.—Reuter.

## HERE AND THERE.

### ON HOLIDAYS—MACAO'S AWAKENING—A PASSING COSTUME.

"BY ARGUS."

A friend of mine has been complaining to me that here in Hongkong we get far too few holidays. I have, however, given him very little comfort, but have set out to cure him, once and for all, of his foolish notions on the subject. To begin with, I pointed out that he has the benefit of 62 Sundays in the year, to

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REPAIR SERVICE  
UNEXCELED.

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PUT on a roofing that LASTS—that will STAY water-proof and storm-tight.

The protection of your buildings against weather—the comfort and security of interiors—demand it.

Gonasco Roll Roofing—smooth or slate-surfaced—gives you a low-cost, easily-laid, weather-proof roof that will last a lifetime.

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Sole Agents.

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CEYLON TEA**Cheapest and Best  
From all leading Compradores.  
PRICE \$1.00 PER LB.

Be Guided by the Quality—not the Price.

**EXPERT MASSEUR**

Cures Rheumatism, Nervousness and all kinds of chronic ailments.

Madame H. MORITA.

Madame E. AKAJI.  
28, Wyndham St. Tel. C.4395.**HERATA AND MENI**MASSAGE, CHIROPODY  
and

MANICURE.

2nd Floor,  
Lee Sang Fat Building,  
Queen's Road Central.**THE DAVIS CUP DRAW.****BRITAIN PAIRED WITH ARGENTINE.****BYE FOR CHINA.**Paris, Feb. 3.  
The complete draw for the Davis Cup Competition is as follows:**European Zone: 1st Round.**Australia v. Italy.  
Romania v. Belgium.  
Germany v. Greece.  
Chile v. Spain.  
Jugo-Slavia v. Finland.  
Argentina v. Britain.  
Hungary v. Norway.  
Ireland v. Holland.  
Poland v. Denmark.  
Philippines v. Austria.  
South Africa v. Sweden.**2nd Round.**India v. Switzerland.  
Portugal v. New Zealand.  
Czecho-Slovakia v. winners of South Africa & Sweden.American Zone: 1st Round.  
Cuba v. Japan.  
United States v. Mexico.**2nd Round.**Canada v. winners of Cuba & Japan.  
China v. winners of U.S. & Mexico.

—Reuter.

**WARATAHS LEAVE FOR CANADA.****ROUSING SEND-OFF BY ENGLISH RUGBYITES.**London, Feb. 3.  
The New South Wales Rugby football team, known as the Waratahs, having completed their tour in this country left Teddington today, to embark at Liverpool for Canada. They had a rousing send-off from a large crowd of English Rugby footballers, including Admiral Royle, the President of the Rugby Union and Mr. C. C. Wakefield the old English Captain.—British Wireless.**LOCAL HOCKEY.****CLUB TEAM AGAINST NAVY.**

The following will represent the Hongkong Hockey Club against the Navy in the Slim Shield match at the U.S.R.C. ground at 5.30 p.m. Wednesday:—W. J. Lockhart Smith; J. E. Henry, D. Lyon; Gardner, A. A. Dand (capt.), L. M. S. Lloyd; G. B. Slipper, W. Woodward, F. G. Wheeler, B. W. Sampson and T. Whitley. Reserves: R. K. Valentine and A. C. Pritchard.

**EUROPEAN BOXING.****FRENCH CHAMPION WINS OVER GERMAN.**Paris, Jan. 26.  
The French champion, Mascart, in a bout for bantam-weight honours, beat the German representative, Friedmann, who was disqualified for repeated fouls.—Indo-pacific.**CORRESPONDENCE.****THE BOXING TOURNAMENT.**

[To the Editor, Hongkong Telegraph.]

Sir,—Owing to a misunderstanding between the Association and Messrs. Mouris &amp; Co. Ltd., the public have been informed at the Booking Office that the first ten rows of the stalls at the Leo Theatre are priced at \$5, instead of \$3.

Any members of the public who have paid \$5 for any of these seats may obtain the necessary refund from Messrs. Mouris &amp; Co. Ltd., and in like manner the seats for which \$3 have been paid may be adjusted as to position in the Theatre, either by communication with Messrs. Mouris &amp; Co. Ltd., or at the Theatre on Saturday evening.—Yours etc.,

T. G. BENNETT,  
Hon. Secretary,  
Hongkong Boxing Association.

P.S.—A copy of this letter has been sent to Messrs. Mouris &amp; Co. Ltd. for their information.

**TROTSKY'S EXILE.****EMBRACED BY YOUNG MEN.**Paris, Jan. 26.  
According to the correspondent of the *Corriere della Sera* at Moscow, M. Trotzky has passed Tashkent (Turkestan) on his way to exile, being always kept under strict military guard.

Despite the popular crowds approach the wagons and utter imprecations against the present regime in Russia. At one point, a number of young men embraced M. Trotzky.—Indo-pacific.

**DAME CLARA BUTT IN THE EAST.****MAY VISIT CHINA AND JAPAN.**

Dame Clara Butt, the noted singer, has recently been staying at Government House, Rangoon, in the course of a tour in the East.

Dame Clara Butt came out for a holiday. She is not getting it. That is not to say that she is failing to enjoy herself—on the contrary—but merely indicates that a great singer's determination not to sing is only a matter to be overcome, when that singer is good-hearted and the public anxious not only to snatch a musical treat but to render tribute.

In Calcutta Dame Clara Butt gave three concerts and then sang at the Cathedral there—a graceful act by which the Kalipong Homes benefited.

"When I started from England," said Dame Clara to a Press representative, "I didn't mean to sing anywhere—at all. But others thought differently, and there you are."

Dame Clara has no stock stories but to a Pressman she related quite a funny incident that had occurred only a few hours previously—on her ship's arrival in Rangoon River.

"I was half asleep in my cabin," said Dame Clara, "and trying to get quite asleep, when a voice came 'Anee fyerarms please! Pardon,' I said.

"Anee fyerarms?" "Still I didn't understand. What is the matter, I asked.

"Please, madam, have you got a gun, 'No, and a jolly good job it is for you that I haven't."

Dame Clara Butt was so gratified to find that the official thus addressed saw the fun and laughed heartily. This, she said to herself, must be a country with a sense of humour."

But that was not all. The gun-seeker, pursuing the weary round of duty, lighted upon Miss Wade.

"I haven't got a gun," said that charming lady "and don't you think No. 14. (Dame Clara Butt's cabin.)

"No," answered the officer, "I certainly will not—again."

Dame Clara was to leave Rangoon for Madras, Darjeeling, Agri, Delhi, and possibly Peshawar.

"Then," said the singer, "I want to see something of the Far East and we must see China and Japan. Besides, I've an interest in Japan. I want to see the new Columbia works in Tokyo and possibly produce some records for them there."

**HAMBURG THEATRE.****ART AS LINK BETWEEN NATIONS.**

The recent first-night performance of the opera "The Sunken Bell" in the Hamburg Stadttheatre must be regarded as an important event in the musical world. The Italian composer, Signor Ottorino Respighi, has taken upon himself the difficult task of setting to music Gerald Hauptmann's legendary drama of like name, and even though he has perhaps not always been able to do full justice to the delicate touch of idealism pervading Hauptmann's works in the musical themes introduced by him, the Italian genius for musical expression can nevertheless be traced throughout the composition.

The staging of the new opera was in the capable hands of Mr. Leopold Sachse, the stage manager, whilst Mr. Werner Wolff conducted the orchestra. Thanks to the excellent way these two gentlemen carried out their respective duties, a good many of the more sentimental parts gained a great deal in realism.

Mr. Wolff had re-translated the Italian text into the original German. The performance drew an enormous audience, and both Signor Respighi, the composer, and Herr Gerald Hauptmann, the poet (who is a Nobel Prize man), were present.

The evening proved a social event of the first order, the audience including, among others, the Italian Consul in Hamburg and the Italian Ambassador in Germany who had specially come from Berlin. A telegram of congratulation received from Signor Mussolini showed that in Italy also much interest is being taken in the first performance of this work.

In an assault case at Letterkenny (Co. Donegal) a solicitor said he wanted to show the sort of company a witness was in the habit of keeping. Mr. Justice Walsh: Oh, that does not matter. I was at one time in close association with a man who was to be hanged for the murder of a woman. He was one of my best friends when I was in Derry Priory.

TODAY.

Dollar on demand 2/- 8/- 16/-  
Lighting-up 6/- 13/- pm**MADRAS MOB OUT OF HAND.****(Continued from Page 1.)**

North Calcutta with fixed bayonets.

The disturbance grew at one time and several students were arrested, while others were sent to hospital with various injuries.—Reuter.

**HOSTILE DEMONSTRATIONS.**Calcutta, Jan. 3.  
Hostile demonstrators in South Calcutta threw brickbats at the tramcars and buses, smashing the windows. Four armoured cars are patrolling the streets.

Madras, Feb. 3.

Most of the business houses are closed and buses and rickshas are idle in accordance with the proclamation of martial law on the arrival of the Simon Commission in India.

After being stoned the police fired on the rioters, killing one and wounding five.—Reuter.

**COMMISSION ARRIVES.**Bombay, Feb. 3.  
The Simon Commission has arrived on route to Delhi. Many shops, colleges and business associations are participating in the martial. A procession of 350 Nationalists, clad in white and carrying black flags and banners, inscribed with watchwords like "You are not welcome" and "Down with British Imperialism," proceeded to the pier and afterwards marched through the streets.

The Nationalist procession headed by Shaikh Ali marched up to the entrance of the pier early in the morning and found the way barred by Police who forced it back. It then waited outside the dock until the commissioners came out after breakfast four hours later.

**SIMON GO BACK.**

The processionists, numbering 350 were clad in white and carried black flags and banners inscribed "Simon Go Back," "No Representation No Commission," "Unwanted Unwelcome." They marched through the streets with motor-cars carrying the "national flag" and halted outside the shops which were continuing trade calling out "shut your shop it is martial."

Sir John Simon has issued a statement in which he says that they are deeply impressed with the responsibility of their task. The Commission will shortly issue a statement in regard to the proposed procedure, which should entirely dissipate suspicions.

The Commission later left for Delhi.—Reuter.

The Statutory Commission to enquire into the working of Indian reforms is composed of Sir John Simon (Chairman), Viscount Burnham, Lord Strathcona, Hon. Edward Cadogan, Mr. N. Hartshorn, Colonel Lane Fox and Major Allerton.

New York, Jan. 4.—All metropolitan records for deaths from alcohol were beaten last year, according to statistics issued by the Department of Health, which show that "bootleg" liquor killed 770 people in New York. The previous record was 687, which was reached in New York in 1916, when public-houses were open and war prosperity was in its heyday.

**DOUGLAS FAIRBANKS****IN THE GAUCHO****A SPLENDID tale of treasure, combat, intrigue and love in South America—****DOUGLAS FAIRBANKS****IN THE GAUCHO****COMING TO THE****QUEEN'S****TUESDAY TO SATURDAY****Times and Prices**

At 2.30, 5.8.7.15; \$1.20, 80 cts, 60 cts, 8.40 cts.

At 9.30; \$2.00, \$1.20, 80 cts, 8.50 cts.

Times and Prices

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Times and Prices

At 2.30,

## NEW HOMES FOR LONDONERS.

## PROGRESS OF GREAT L.C.C. SCHEMES.

A £39,000,000 BILL.

"Go to the housing estates of Greater London, and see for yourselves," is the advice of Lieutenant-Colonel Cecil B. Levita, Chairman of the Housing Committee of the London County Council, to Londoners who are interested in the housing problem, or in the manner in which £39,000,000 of their money is being spent.

At Colonel Levita's invitation a number of Press representatives made a tour of inspection of three of the Council's schemes north of the Thames.

"The notorious Ware-street," as it has been called, the centre of a seven-acre clearance scheme in Hoxton, provided an example of work in a district of extreme squalor. Five blocks of tenements have already taken the place of many of the miserable houses here, providing accommodation for 766 people, and another three are in course of erection.

In all, seven blocks of five-storey buildings and six blocks of four-storey buildings, providing accommodation for 2,408 persons, are to be put up.

Strange street names are to be found in this gloomy region—"Land of Promise-place" is a typical example—and, although these will be swept away, the blocks of dwellings will be linked with the past by being given names connected with archery, which was formerly practised in this neighbourhood.

## A Fine View.

A complete contrast with this Hoxton scheme is the Hornsey-rise Estate, Islington, which consists of three fine blocks of dwellings built on a series of terraces on a steep hillside, giving a splendid view across London. Many fruit trees have been preserved on the terraces. There is accommodation for 1,168 persons in 188 lettings, and the weekly rents, inclusive of rates and water charges, range from 12s. and 14s. 3d. for two-room tenements to 22s. 10d. for five-room tenements.

The buildings are clean and airy, and, to judge by the happy bands of children playing in the grounds, the occupants are completely satisfied.

The third estate visited recently was the large Watling Estate, 390 acres in extent, away in the country to the north of the Hendon aerodrome, to the east of Edgware-road, Hendon. It is well worth seeing and easily reached, because the Charing Cross and Hampstead Tube runs out to Burnt Oak Station, which is in the middle of the estate.

Here overnight almost, a delightful garden city has sprung up under the urge of the L.C.C. housing authorities. The two-storey wooden, brick, and steel cottages, built on well-wooded, undulating ground, with broad open spaces between them, form a landscape that is pleasing to the eye, and on closer inspection they prove to be cosy dwelling places. Some 4,000 houses are to be placed on the Watling Estate, and although the first of these were completed as recently as April, 1927, by the end of December, 1927, as many as 1,373 houses were ready for occupation. Houses are now being completed at the rate of 40 a week. When the estate is finished there will be 13 miles of roads, and 22 miles of sewers. Watling Estate will be completed by the end of 1928 or early in 1929.

## A Ring.

The policy of the Council has been to place a ring of estates round London, into which people may flow from the over-crowded areas. With the exception of the biggest estate of all—Becontree, in Essex, which is twelve miles from Charing Cross—all the estates are within the ten-mile radius. When they are completed their total population will be greater than that of Sheffield.

The total cost of this great programme of post-war housing, which provides for the erection of some 50,000 houses and flats, is estimated at nearly £30,000,000. So far, about 23,000 houses and flats have been erected. In addition to these schemes, the Council has undertaken clearance and reconstruction work, estimated to cost some £3,000,000, in 23 unhealthy areas in London, itself. Houses occupied by more than 29,000 persons have been, or will be shortly, demolished under these schemes. About one-third of this great task has been accomplished.

Colonel Levita announced that the foundation-stone of the first block of "skyscraper" flats in Osulston-street, Somers Town, St. Pancras, is to be laid on February 1 by Mr. Neville Chamberlain. These flats, in places nine storeys high, will be the tallest in London.

## "SIAMESE" TWINS.

## SIR BERNARD SPILSBURY'S EVIDENCE.

## INQUEST VERDICT.

It was stated at the inquest on the bodies of the Derbyshire twin girls who died following shock of an operation at Guy's Hospital, that the two were joined by the vertex, or top of the head solely, with their bodies pointing in different directions.

Dr. Waldo, who held the inquiry, said that so far as he knew there were only 14 similar cases on record. If left to grow the sisters would, owing to the way in which they were joined, have been unable to sit or stand, and if one sat the other would be on its head with her feet in the air.

In order to feed the children in the usual way it involved holding one sister with the feet in the air. If allowed to be perpetually on their backs there would be a risk of hypostatic pneumonia—a point in favour of an operation.

On the conclusion of the evidence a verdict of "Death from shock due to misadventure" was returned.

The children were born on the 10th inst. and died on the 22nd inst.

The father, a bricklayer's labourer, stated that when the children were brought to London by train for the purposes of skilled surgical examination a special compartment in the train had to be fitted for them.

Evidence was given by Mr. Samuel Carlofsky, house physician at Guy's Hospital, that one of the children would be awake while the other was asleep. There had been great difficulty in feeding the children as they lay on their backs. It took three nurses to hold them when laid on their sides.

## House Surgeon's View.

Dr. Lancelot Bromley, surgeon of the hospital, who performed the operation on the children, said that they had a separate blood supply, which showed that it was not impossible to separate them on this account.

The smaller child was remarkably wasted and any operation would almost certainly have meant death. On the other hand, the bigger child, although not doing well, seemed to have a reasonable chance of surviving.

"The brains, although separate in themselves, lay (Dr. Bromley added) in contact with each other, and the sudden alteration in pressure on the brain of the bigger child as the result of the necessary displacement in the operation, in my opinion, caused death.

Sir Bernard Spilsbury attributed death in both cases to shock. "They were (he declared) two individuals in the sense that the essential organs were complete and separate and were in theory capable of a separate existence. I should call them conjoined twins."

Mr. Waldo—if the smaller one had died would it have jeopardised the life of the other?—Yes.

A verdict was returned as stated.



The amount of drinking done by the younger generation isn't anything to write home about.

In allowing two appeals under the Moneylenders Act, Mr. A. M. Langdon, the Recorder, at Salford, decided that a man could apply for a certificate under the name by which he was generally known and individually recognised, as apart from a trade name which he did not use in private life. In one case before the Recorder the applicant had departed from his father's name, changing to another name by deed poll, and in the other case the applicant had used his adopted name ever since he landed in England 30 years ago.

Sir Montague Sharpe, K.C., the Chairman at Middlesex Sessions, expressed regret at a verdict of the jury. "I don't think you have done your duty," he said. "Of course, you didn't know this man had spent 26 years in penal servitude. I am ashamed of you. I can only regret your decision. I cannot do anything." The jury had been absent for over an hour.

# DOLLAR DAY

## EVERY DAY NEXT WEEK AT WHITEAWAYS

### GREAT STOCKTAKING SALE

# LAST SIX DAYS.

### GREAT CLEAN-UP WEEK.

**MONDAY, FEB. 6th to SATURDAY, FEB. 11th.**

This week will be devoted to clearing out all oddments, excess winter stocks, Remnants, etc., etc.

### DOLLAR BARGAINS IN ALL DEPARTMENTS.

Do not miss the wonderful Bargains we will be offering next week at ONE DOLLAR.

500 Dozen.

#### PINT TUMBLERS

in three designs.

Slightly clouded.

CLEARANCE PRICE \$1.00 dozen.

420 Yards

#### ART CRETONNES

Good useful designs and colourings.

Usual prices \$1.75 and \$1.95 per yard.

CLEARANCE PRICE \$1.00 per yard.

150 (Only) GLASS JUGS

Assorted shapes  
and sizes.

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## MR. LLOYD GEORGE AND THE MINES.

### 'BOOBY AND SANKEY CHORUS.'

#### LIBERAL PROGRAMME.

"I predict that the voice of Liberalism will be paramount in the next Parliament," said Mr. Lloyd George, when he addressed a big meeting at Cardiff recently, called to discuss the mines policy of the Liberal Party. The assembly included nearly 600 miners' delegates drawn from every constituency in South Wales. Mr. Lloyd George, who was accompanied by Miss Megan, was warmly cheered.

"I vow to you," he said, "that the Liberal Party has taken up the 'Miners' Charter' in God's name, and it means to utilise its power in the next Parliament to demand the establishment of permanent peace in the coal industry on the basis of fair play to all those who toil and are in peril in order to serve their country in the depths of the earth. That is a pledge which I give here and now." (Cheers.)

#### The Slogans.

Mr. Lloyd George alluded to attacks made on him in connexion with the Sankey Report. "Those attacks are often made by people who have never read a line of the Report, and do not even know the

"I mean to lay this booby and Sankey chorus. (Laughter). What is known as the Sankey Report was signed by one man alone, and his name was John Sankey.

"He was like a pelecan in the wilderness, wandering alone without a single miners' leader in his pouch. (Laughter). When the miners' leaders say to me, 'Why did you not accept the Sankey Report?' my reply is, 'Why didn't you sign it?' They have not accepted it up to this very hour. (Cheers.)

"The existing trouble in the mines has arisen through no fault of the miners. Every time they were called out to fight they obeyed discipline in their own ranks.

They showed loyalty, pride, and endurance which was one of the heroisms of industrial struggles in this country.

"The fault lies very largely with extremists and irreconcilable men on both sides. The mining Association has been captured by extremists who say, 'Well, any way, if the worst come to the worst, we can always blame the Tory Government.' (Laughter.)

"Extremists, too, have captured the Miners' Federation. If you ask their leaders what is wrong with the mining industry they say 'It is because you are neglecting our slogans.' (Laughter.)

"The oftener slogans are repeated and the louder proclaimed the more deeply the people of this country stick their fingers into their ears, and so, according to the extremists of the Miners' Federation, all the trouble has arisen because the people of this country would not listen to their slogans. (Laughter.)

"I am glad that miners, not only in South Wales, but in Yorkshire, Durham, and other places, have made up their minds at last that their difficulties and distresses are not to become the stock-in-trade of any faction, and that they are insisting on a practical policy which will establish permanent peace and prosperity in the mining industry. In fourteen years, there have been five stoppages in what, with the possible exception of agriculture, is the greatest basic industry in the country. At the end of the fifth the miners find themselves in a worse plight than when they began.

"Is it not time for the workers in the industry to consider whether that policy can lead to anything but destruction and chaos?"

The Government of which he was the head after the war proposed legislation for the good of the industry, but it was rejected by the miners. A deputation came to see him at Downing-street. He said to the chairman of it: "Assuming that the Government cannot accept a policy of nationalisation, would you prefer that things should go on in the old way?" and the chairman replied: "We would prefer the old system."

The railwaymen behaved differently, because their leader, Mr. Thomas, shut up all the lunatics. (Laughter.) The railwaymen today are reaping the benefits of that leadership.

#### The Land of Promise.

"The trouble with the miners has been that they would accept nationalisation or nothing. They have acted like an Israelite of old, who might have stood on the banks of the Red Sea and said, 'Before I go across I must have an assurance that we are not going to loiter about, that we go straight to the Land of Promise, that that Pillar of Fire will go straight there and never wind about. If you do not do that I stick here with Pharaoh.' (Laughter.)

"There is no short cut to the Land of Promise. It is part of the great effort to bring out the best in men and nations not to make the paths too easy for us." (Cheers.)

A resolution adopting the Liberal "Miners' Charter" was moved by Mr. Jack Jones, who was

## REVISION OF DEBT SETTLEMENTS.

### WASHINGTON DEBATING THE ADVANTAGES.

#### THE DAWES SCHEME.

Washington, Dec. 28.—Since the publication of the Agent-General's report urging that German reparations should be revised and Germany be told the precise amount she will have to pay the Allies, official circles here have discussed informally whether the United States should give the proposal its sanction.

The interest the United States has in the matter is not so much in what Germany will pay the United States. If the total of German reparations is reduced there must be revision of the Baldwin settlement and the settlements made by other Allied nations.

The Debt Funding Commission and Congress have always refused to admit that there is any connection between German reparations and Allied settlements. This was notably so in the case of France. Congress, too, has always opposed any reopening of the Allied debt settlements, on the ground that the United States would be the greatest loser.

Now it is questioned whether the reverse is not true. Would not, it is asked, the United States be the greatest gainer by an all-round adjustment? Would it not open foreign markets to American manufacturers, and would there not be a greater guarantee of the return of the huge amount of American capital now invested abroad?

#### Still Unpopular.

These are arguments in favour of revision of the Dawes Plan, but, on the other hand, except in small circles, leniency to Allied debtors has never been popular here, and there is no indication that it is any more popular to-day than it has been in the past. There will be much discussion before anything is done, even if eventually anything should be done, which is, to say the least, doubtful.

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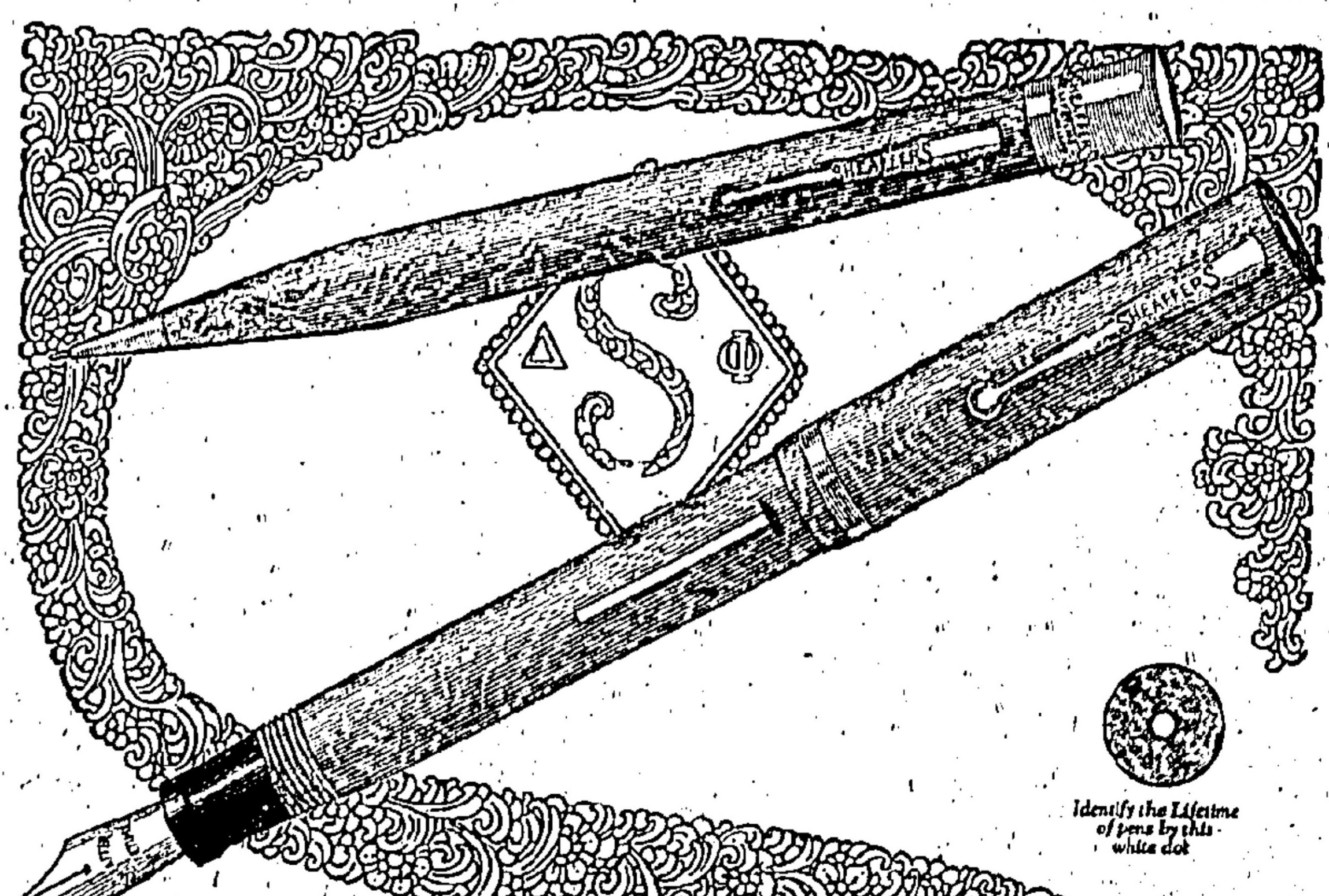
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## A NEW IDEA.



A new idea from Paris—the jumper showing beneath the costume coat

## EVENING GOWNS.

## BLACK BECOMES MAID AND MATURE.

Black evening dresses cast pleasant shadows on winter modes this year.

One can get such diversified results from black by changing the material from crisp, tulle to clinging satin, from filmy lace to soft velvet.

Black, moreover, is utterly adaptable. It enhances a young matron's charm, it adds to the dignity of an older woman. Some women cannot wear it. But the proportion is small.

## It Never Wearies.

For black has that enviable quality of never wearying those who see it. A woman may wear a smart black lace gown again and again and receive nothing but genuine compliments about it.

The materials this season lend infinite change to black. There are cobwebby laces, rich, heavy laces, chiffons, tulle, satins, taffetas and transparent velvets. Black comes shot with gold, silver, bronze or colour.

## How to Choose.

The choice of material is entirely a matter of what sort of gown is to be fashioned.

Line is all-important, after the material is chosen. A youthful model is one fashioned of fluffy, tiered net skirt with irregular hem and a surprise bodice of gold-flecked net. For the more mature figure, one of the draped-toward-the-front velvets gives grace and slenderizing effect.

Satin is an unusually popular media for black evening gowns this season, because of its adaptability. A square yoked model with full, puffed skirt smocked for a wide low waistline has two narrow tailored belts over the smocking just the width of the shoulder straps and, like the shoulder straps, has tiny jewelled flowers for trimming, instead of buckles.

## Velvet? Then Simple!

For velvets, the simpler the better. One gown of black velvet shown to-day achieves distinction by almost tailored lines, straight and slenderizing, with a circular skirt jabot inserted at one side and hanging below the hem.

Its trimming gets inspiration from this flying age, for it has two wings worked out elaborately in rhinestone and strass design, with the same trimming designating the belt line. It has a charming neck, a wide U, with the rear slightly lower than the front.

## Rippling Ruffles.

Shown also to-day is a charming dance frock from Paris. Black tulle fashion is with a dozen or so tiny ruffles rippling to uneven length on a very full skirt. The slip under this effectively lightens the frock by leaving the shoulders bare of straps and ending its hem just below the knee. This drop effect of tulle, net and lace skirts heighten tremendously their diaphanous daintiness.

A corsage of pastel coloured flowers and brocaded slippers give colour to this costume though often a black gown calls for black foot-gear.

## IN PARLIAMENT.

## WOMEN WHO SEEK SEATS.

There is every prospect that more women will try for a seat in Parliament at the next General Election than was the case three years ago. Then there were 41 candidates, including 6 Liberals, 12 Labour and 22 Conservatives. Already the candidates of 38 have been endorsed by the respective headquarters of the parties concerned. Liberals (whose arrangements are not yet complete), 6, Labour 23, Conservative 9.

Mrs. Corbett Ashby, the president of the Women's National Liberal Federation, has been adopted, and other Liberal names mentioned are Mrs. Wintringham, Mrs. Walter Runciman, Miss Megan Lloyd George (who will stand probably for a Welsh constituency), and Lady Emmott.

The woman M.P.'s are likely to stand again for their constituencies. Mrs. Pankhurst, the veteran leader for woman's suffrage, is "nursing" the Whitechapel and St. George's division of Stepney in the Conservative interest.

Labour woman candidates include Lady Cynthia Mosley for Stoke-on-Trent, Lady Clare-Annesley, an aunt of Earl Annesley, for Bristol West, and Miss Jessie Stephen, once a domestic servant, for South Portsmouth.

## THIS WEEK'S RECIPE:

## AN UNUSUAL SALAD.

Choose six to eight red apples, wipe well, core and then remove as much of the pulp as possible without damaging the apples. Cut the pulp into small pieces and mix it with two chopped bananas, 2oz. of preserved cherries, cut in pieces,  $\frac{1}{4}$ lb. of chopped preserved ginger, and  $\frac{1}{2}$ lb. of chopped peanuts.

Mix with the juice of a lemon and sufficient mayonnaise to moisten the ingredients, and fill into the apples, on the whole, then it looks.

## A Red Bag.

If you want to be really smart, buy a red bag, pleated on to a particularly large frame, and monogrammed, and always carry when dressed in black. A hostess superintending her At Home the other afternoon used such a scheme with the most becoming of effects. Her frock and large hat were black and she wore pearls, and diamond brooches; her bag being the only note of colour in a striking scheme.

## OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, Dec. 22.

One of the latest fashions is to have the jumper shewing beneath the costume coat. In accordance with the illustration. It is, in fact, the very newest *chic* idea from Paris, and if everyone managed to look like our model, there would be no complaints; but, imagine the possibilities of all kinds of jumpers shewing below all kinds of coats. Madeleine adds to her note on the subject the comment: "The Parisian dressmaker is evidently tired of the neatness of our tailormades and has created the unfidy variation. A scarlet jumper with a black suit, would be very effective."

## Vanity Street.

The other picture represents a flame coloured silk and lace frock. You will see that it is quite simple and suitable for a dance or dinner, while at the same time it manages to introduce the popular dip at the sides and back, without transforming the gown actually into one of the "picture" type, so fashionable for really important affairs. The model consists, as you can see, of an accordian-pleated skirt under the top of one of silk and lace; while the bodice is a mixture of the two fabrics. Very much more simple, on the whole, than it looks.

## Is That So?

This week we have a picture of the two daughters of the Queen of Spain, one of whom, as you will see, is very much like her mother. Those who have been privileged to meet Her Spanish Majesty during her recent informal visit—when she was accompanied by the Infantas—remark that she is getting very lovely in her mature beauty; and of course she has a remarkable *flair* for dress—a comparatively unusual thing for royal ladies, most of whom conform to a special regal and plain mode. The Queen of Spain is regal, but she is also fashionable in the Parisian sense: an irresistible combination.

I have been reading some very interesting details of a princess

who was a contemporary of the Queen of Spain—the late Princess Margaret of Connaught, who married the Crown Prince of Sweden and whose untimely death was such a tragedy. Princess Margaret was a close friend of Clare Sheridan (the sculptress-writer-traveller, whose book "Nude Veritas"—Thornton Butterworth—I told you about last week) and the author gives some interesting sidelights on her charming unspoiled and democratic character.

"Tell everyone we are in love!" Princess Margaret wrote to Clare Sheridan, when her engagement to the Prince was announced. "Ours is not a *mariage arrange*," and when she was one of an informal party which just missed a little train on a mountain railway, she said "Darn!" like the

made her *début* on such a memorable occasion, naturally far less importance attached to the event than would otherwise have been the case, because her speech was merely a drop in the ocean of so much oratory on so vital a matter. In a way it was quite the least embarrassing opening she could have selected for herself.

## The Street of Adventure.

If you have anything left for yourself out of that "tanner" which was given you for Christmas to buy a present for yourself let me recommend a few novels. I have just finished reading one called "Wheat Darkness" by H. D. Lowry and C. A. Dawson-Scott (Hutchinson) which should not be missed. It was started by the first mentioned author, I believe, and finished by the second after Mrs. Lowry's death and it deals with life in a Cornish tin mining village. I am not going to suggest that it is a cheerful book, quite the reverse in fact. But one realises instinctively that it is written with a complete knowledge of the subject and conditions. Running through the story is a zealous Methodist minister who is almost a fanatic, and you may be sure that he doesn't do much to cheer things up. Nevertheless, if you are interested in the question of the miners—read it. You won't forget it afterwards. Then, if you like reading about the struggles of someone in love—a man, this time—to overcome what he believes to be a dishonourable passion, studded with plenty of drama and what is technically known as "situations," there is "Grit" by Edwin Carlile Littsey. The latest novel from Eden Phillpotts is "The Ring Fence," and if you are a lover of Phillpotts I need do no more than tell you this. If, on the other hand, you don't get on with the "Dartymoor" style, there is nothing more to say on the subject.

Lady Iveagh, I notice, made her maiden speech in the course of the historic Prayer Book debate in the House of Commons last week. While it is noteworthy that she



## CHICLY TYPICAL OF THE EBON VOGUE.



A simple black velvet of "almost tailored lines" (left) has flying for the motif of its rhinestone and strand trimming—a girdle ending in a flared pair of wings. Below is a black tulle dance frock from Paris, the corsage of pastel flowers.

## USE OF PHRASES.

## SOMETHING TO REMEMBER IN SPEECH.

If you are not watchful, the persistent use of phrases will not only creep into almost every conversation—several times, in fact—but these phrases will influence the reaction of the mind.

Habit is a sympathetic thing, as we all know, sometimes too well, and it is astonishing how the mind will just do whatever we have trained it to do. It is the way with those irritating phrases to which we are, most of us, anyway, subject.

Doesn't it annoy you to be ever listening to some one, innocently enough, using that phrase—"The point is this?" Now it is useful in many sentences. It has its place and its meaning, but when we use it at the beginning, in the middle, and at the end of a sentence, it loses all its value, and stamps us as of the genus parrot. The trouble is that this spontaneous use of a futile phrase chokes the mind. It keeps out the expression of another, and more pertinent thought. It has answered to our training. And that is the serious danger.

In due time, if we give way to it, we shall not so quickly respond to initiative, and our mind will slip back a pace or two.

Apart from all this, it is very irritating to listen to a chorus of "How feeble!" "Awfully funny!" "Right O;" "Frightfully keen" "D'you see?" "I mean to say," and the like.

Frankly, those who so habitually use these phrases are often inclined to shallowness of thinking. If it is not always so, the constant repetition will tend to make them so.

Don't let us pander to anything that makes us less useful—G. H. Grubb.

## LONDON GOSSIP.

(BY JOAN.)

London, Dec. 23. Princess Mary followed the example of many society women and began collecting flower pictures a few years ago. She now has a very good collection, including old-fashioned water colours and modern flower paintings.

Lady Elphinstone, the Duchess of York's sister, is another society woman who collects these pictures.

## Furs for Men.

The Prince of Wales's winter overcoat, with its collar of Persian lamb, has had few imitators among the young men. On the other hand, the frosty weather has brought forth many fur-trimmed coats by the older men.

In some cases the mink has turned amber through age, and ancient frogs are the fasteners instead of buttons. Fur coats in England are useful on few occasions, and doctors advise against their wear.

## Author of "Dusty Answer."

I lunched yesterday with pretty Rosamond Lehmann, the author of the year's most striking success, "Dusty Answer."

She has just got back from America, where she has been studying for a month or two.

I asked what it felt like to become a best seller before one has reached the middle twenties. But she takes her success very quietly. Or perhaps it is her very soft voice that makes her seem less excited than a more volatile person would be.

With her dark, wavy hair and vivacious expression, she is quite one of our most attractive authoresses, and she always wears delightful clothes.

## Captain Hook of 1927.

Every year Mr. William Luff has appeared as one of the pirates in "Peter Pan," and now, by one of those sudden turns of theatrical fortune, this charming actor finds himself as chief of the wicked band.

Mr. Luff has replaced Mr. Henry Ainley as Peter's arch enemy, and all his colleagues are pleased with his promotion.

## A Film Charles II.

When Stuart Blackton raised Lady Diana Cooper to the rank of film star six years ago Mr. Luff played Charles II. in the story of the restoration.

But the picture cut little cinematic ice at the time. Also in the aristocratic dilettante cast was the Hon. Lola Sturt, Mr. Morgan's finance.

## A Famous Music Teacher.

Few music teachers have had a greater number of famous pupils than Miss Mathilde Verne, who has been very ill, but whose condition, I am glad to hear, has considerably improved.

Nobody was more sorry to hear of Miss Verne's illness than the Duchess of York, who has a very deep regard for her former music mistress.

## Early Lessons.

When ever such a little girl the Duchess began having lessons at the Verne school, and contemporary pupils recall how a very miniature Lady Elizabeth Bowes Lyon sat on a music stool to play a pianoforte solo at pupils' concert.

The Duchess continued having music lessons until a short time before her marriage, and has kept in touch with Miss Verne ever since.

## Vanity.

This intense curiosity about our personalities and habits is going rather far! I heard the other day of a woman who decided that she would be filmed in order to see whether she had had any particular tricks of posture or nervous gesture. So she hired a man with a kine-camera to follow her about everywhere for a week and "shoot" her—at meets, at luncheons, walking, riding, and what not. It cost her a lot of money, and when she saw the result—she had the film destroyed!

## The Peacock Line.

The peacock line, which is picturesque, without the disadvantages of the all-round long skirt, has been much in evidence lately. About half the frocks made for the mannequin ball procession were more or less

## LACEY &amp; DAINTY.



A flame coloured silk and lace frock; introducing the fashionable dip at the sides and back.



Of crystal-embroidered black chiffon is this model.

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## THE VANISHING VENGEANCE

By DOUGLAS NEWTON.

Author of "Double Crossed," "Low Ceilings," "Green Ladies," &amp;c.

## CHAPTER IV.

Joyce was puzzled and horrified by this. She felt that there was something mysterious and even sinister about a business distressing and horrible enough in any case. And, curiously enough, she felt that this ugly mysteriousness came not through the grey-eyed stranger whose name might or might not be Martin Stannard, but from her employer, Otto Rigg, and his friend Hugo Shanly.

Joyce had never liked the cold, massive man who "employed her, but now a thrill of distinct fear and repugnance avenged her. She did not know whether this was because Otto Rigg was wicked, or because he was so terribly strong. She was afraid of him, whether he was actuated by good or evil. She knew that in either case, he would be ruthless.

She looked up to find that his cold eyes were on her, and that Hugo Shanly, who had rejoined him after the doctor had left, was also staring at her, his weasel features twitching. They had been talking about her.

Otto stared at her for a full cold minute, then turned deliberately from her, and said to Hugo:

"You'll look into poor Seward's papers, Hugo. I don't think the police will object to that, as you are an executor. Also, you may find something that may help them materially. I will be at my own house in about an hour, if you should want me. Come, Joyce."

He showed Joyce into the tonneau of the car, instead of letting her go to the front seat, and he gave quiet directions to the chauffeur. They had driven for some minutes along the beautiful, leafy lanes of Greenhyde before he spoke. When he did his voice was cold, but his remark was startling.

"You are asking yourself, are you not, Joyce, why I fooled the little doctor just now?"

The attack was so bold that Joyce could only gasp. He went on smoothly,

"It is a fact that I fooled the doctor," he said evenly. "But not about the suicide. Poor Seward undoubtedly committed suicide—there is no shadow of doubt about that—but I did not try to cover up a murder. Murder was not done."

"I feel sure of that," said Joyce, quickly, thinking of the grey-eyed man, and there was a note in her voice that made Otto Rigg's greyish face suddenly stiffen with a hard alertness—as she would have noticed if she had been looking at him.

Whatever he felt, Otto Rigg did not show it in his voice; he was still ingratiating, flattering even. "Oh, you were able to see that," he said. "But, then, you are not emotional like Hugo. No, murder was not done, not the act of murder. But, as you guess, there is more behind this than the simple suicide I tried to impress on the mind of the doctor. There is that in it which is tantamount to murder—hence Hugo's outcry."

"Murder, yet not murder—how can that be?" she said through dry lips.

"Murder that the law won't call murder. Seward Gamlin was threatened, frightened into killing himself."

That she thought was true. Otto Rigg himself had been frightened when he read that Martin Stannard was here; Hugo terribly frightened.

Yet even as she agreed to this in her mind, she was also telling herself that the stranger, if he were not Martin Stannard, did not look cruel, brutal. She said, "How can that have been?"

"That is what I want to hide, even from you," said Otto Rigg, emotionlessly. "There are some things in all our lives which are better hidden. That was the case with poor Seward. We thought it was buried long ago; but now, if we are not careful, it will all be raked up again. We want to prevent that."

Joyce did not speak, and Otto Rigg went on evenly.

"If the police go too deeply into this they will unearth things which will blacken poor Seward Gamlin's memory, and cause unnecessary pain to others. That is always the way in these things, people who ought not to suffer are made to suffer—all to no good. That's the point. I would, not willingly, but as my duty, tell all that is to be told if I thought it would help the cause of justice. But it won't. The verdict would still be suicide—even if the police were told all."

"But the man who frightened Mr. Gamlin—to tell would bring him to justice, wouldn't it?" cried Joyce, impetuously, for the moment carried away by the tragedy of Seward Gamlin.

"The man!" said Otto Rigg, and he swung round and fixed her with his cold eye, and Joyce realised

1

his red face extraordinarily pallid, and his joviality vanished into a quivering sort of anxiety. He talked frantically to the impassive Otto Rigg—seemed to be imploring his help. And he came willy-nilly into the car, although his pompous wife pleaded that they were going that very day to visit one of the notabilities of the county for a few days.

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And then the question itself was lost sight of in the explosion caused by another bomb that shook the "Old Consolidated." It was the lot of the group, James Fedden, who threw it.

He came hurtling up in his car as Hugo Shanly, just come from Gamlin's house, was alighting from his. He was anxious and excited, for he shouted to Hugo before his car had stopped. His emotion communicated itself to Hugo, who waited writhing in the garden, watching both men.

Fedden leaped out of the car, shouting, "Have you seen this? You have seen this!" He snatched a bundle of papers from under his arm, pulling out one, spilling several. He thrust the paper into Hugo's hand.

And Hugo read, and danced more frantically than ever, and cried out: "Good God! It's impossible. It's absurd. He couldn't have done it. It's a lie."

"It's true," said Fedden. "I've got the facts."

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"No mistake," snapped Fedden. "I tell you it's a fact. I thought as you do, I went straight to the trustee's office, and it's true, Gamlin sent it last night."

"Last night?" Hugo almost yelled. "Last night! But he couldn't possibly have sent it last night."

"But he did. I saw the letter in his own handwriting. Because I swore it was a fraud they showed me the letter. He wrote it yesterday and posted it last night—last post, out from Greenhyde. I've seen it with my own eyes."

"Posted it last night," cried Hugo. "But I know for an absolute fact he didn't write or post a letter yesterday. Not a single letter!"

The two men stared at each other for a moment, then Hugo caught Fedden's arm and dragged him into the house, to Otto Rigg.

Joyce went to the porch and picked up the papers Fedden had dropped. All the papers were open at the same place, a place where big headlines clattered from the page.

These headlines read:

EX-DIRECTOR OF CONSOLIDATED'S GREAT GIFT, £80,000 FOR SUPERFERS IN HISTORIC SMASH.

The letterpress told briefly how the Public Trustee had received the princely sum of £80,000 to benefit those ruined by the failure of the Consolidated Exploitations. Mr. Seward Gamlin, one of the directors of the company, had sent this money. It quoted his generous letter, a short one, saying that he had always felt that he wanted to do something for those who had suffered, and now he felt the time was ripe.

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Who had posted it?

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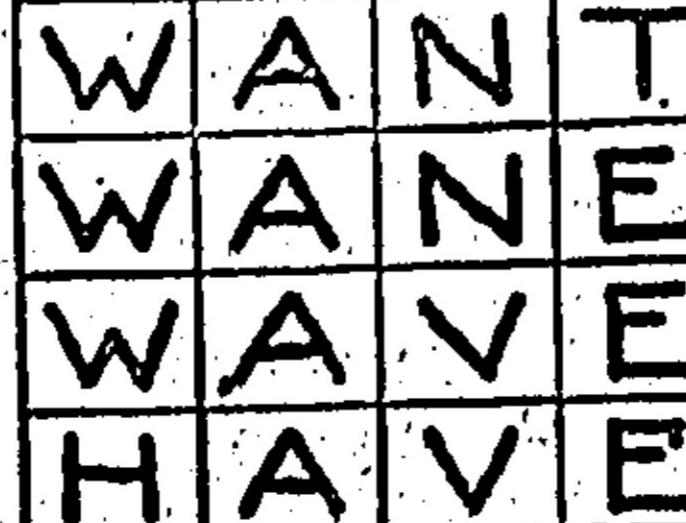
They drove on again, Otto Rigg deep in thought, Joyce looking about her alertly for a sign of the stranger she had seen last night. She wanted to see him. She wanted to prove that he was not Martin Stannard, in fact, for she saw that Martin Stannard was mixed up with ugly things that Martin Stannard was a name to strike fear into certain breasts.

It struck fear into another of the "Old Consolidateds," Henry Maker, on whom they called after finding that the last of the group, James Fedden, was in London.

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## LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.



OUR NEW SERIAL

## THE VANISHING VENGEANCE

By DOUGLAS NEWTON.

Author of "Double Crossed," "Low Ceilings," "Green Ladies," &amp;c.

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## CHAPTER IV.

Joyce was puzzled and horrified by this. She felt that there was something mysterious and even sinister about a business distressing and horrible enough in any case. And, curiously enough, she felt that this ugly mysteriousness came not through the grey-eyed stranger whose name might or might not be Martin Stannard, but from her employer, Otto Rigg, and his friend Hugo Shanly.

Joyce had never liked the cold, massive man who "employed her, but now a thrill of distinct fear and repugnance avenged her. She did not know whether this was because Otto Rigg was wicked, or because he was so terribly strong. She was afraid of him, whether he was actuated by good or evil. She knew that in either case, he would be ruthless.

She looked up to find that his cold eyes were on her, and that Hugo Shanly, who had rejoined him after the doctor had left, was also staring at her, his weasel features twitching. They had been talking about her.

Otto stared at her for a full cold minute, then turned deliberately from her, and said to Hugo:

"You'll look into poor Seward's papers, Hugo. I don't think the police will object to that, as you are an executor. Also, you may find something that may help them materially. I will be at my own house in about an hour, if you should want me. Come, Joyce."

He showed Joyce into the tonneau of the car, instead of letting her go to the front seat, and he gave quiet directions to the chauffeur. They had driven for some minutes along the beautiful, leafy lanes of Greenhyde before he spoke. When he did his voice was cold, but his remark was startling.

"You are asking yourself, are you not, Joyce, why I fooled the little doctor just now?"

The attack was so bold that Joyce could only gasp. He went on smoothly,

"It is a fact that I fooled the doctor," he said evenly. "But not about the suicide. Poor Seward undoubtedly committed suicide—there is no shadow of doubt about that—but I did not try to cover up a murder. Murder was not done."

"I feel sure of that," said Joyce, quickly, thinking of the grey-eyed man, and there was a note in her voice that made Otto Rigg's greyish face suddenly stiffen with a hard alertness—as she would have noticed if she had been looking at him.

Whatever he felt, Otto Rigg did not show it in his voice; he was still ingratiating, flattering even. "Oh, you were able to see that," he said. "But, then, you are not emotional like Hugo. No, murder was not done, not the act of murder. But, as you guess, there is more behind this than the simple suicide I tried to impress on the mind of the doctor. There is that in it which is tantamount to murder—hence Hugo's outcry."

"Murder, yet not murder—how can that be?" she said through dry lips.

"Murder that the law won't call murder. Seward Gamlin was threatened, frightened into killing himself."

That she thought was true. Otto Rigg himself had been frightened when he read that Martin Stannard was here; Hugo terribly frightened.</

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EMPEROR OF RUSSIA	Mar. 7	Mar. 10	Mar. 13	Mar. 16	Mar. 25
EMPEROR OF ASIA	Mar. 28	Mar. 31	Apr. 3	Apr. 6	Apr. 15
EMPEROR OF CANADA	Apr. 18	Apr. 21	Apr. 24	Apr. 27	May 6
EMPEROR OF RUSSIA	May 9	May 12	May 15	May 18	May 27
EMPEROR OF ASIA	May 30	June 2	June 5	June 8	June 17
EMPEROR OF CANADA	June 20	June 23	June 26	June 29	July 8
EMPEROR OF RUSSIA	July 11	July 14	July 17	July 20	July 29

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### CURING THE OPIUM HABIT.

#### DIFFICULTIES OVERCOME BY GERMAN SCIENTIST.

[By Hubert Kahle, M.D.]

To the many detrimental results of the war must be counted the shocking increase in opiumism, the number of those now suffering from this terrible malady being computed at 10 millions.

It makes no great difference whether a person smokes opium, chews it or drinks it, or whether he injects subcutaneously its main component morphine, or whether he takes one of the derivative preparations manufactured from any one of its 20 other components, such as heroin or the well-known cough sedative, codeine. The many euphemistically named preparations do more harm than the original opium itself, inasmuch as people are not aware that all these substances resemble each other in their effects, above all, that they easily give rise to habits from which those who once give way to them can never free themselves—habits which slowly but surely lead to physical and mental ruin.

Opiatism creates a craving far more potent than hunger or thirst. A strong-willed man may kill himself by a hunger strike; but a morphinist never succeeds, of his own effort, in freeing himself from the toils of opium.

Opium is the only substance, in nature, which removes intense pain. Hence, no absolute prohibition of opium is feasible.

However, the abuse of the opiates is now being vigorously combated by the League of Nations and various civilized governments.

In former publication, I called attention to the fact that patients habituated to only the hundredth part of the doses taken by others showed the same symptoms when the drug was withheld (abstinent symptoms). Since then I have met with two patients, one of whom took only a 40th part of the daily dose of the other, and yet it was no easier to wean him of the drug.

Structure of Nervous System.

The explanation lies in the structure of the nervous system. Like everything else in nature, the human body is subject to the principle of antipolarism. Each organ, such as the heart, the intestines, the bladder and every gland, is regulated in its action by two nerves, one lying in or near it and the other proceeding from the brain. If one is excited, the function of the organ is retarded; if the other is excited, its function is accelerated. In normal health, the two systems exactly counterbalance each other and preserve the proper equilibrium; with morphinists they do not.

All unknown to himself, the patient restores the equilibrium by artificial means; what amount of the narcotic drug is requisite for the purpose depends upon the constitution of the patient. Consequently, whether 0.02 gr. of morphine have been taken daily, or, as I once saw, 8 grams, the disturbance occurring in the ner-

### COMPANY RESULT.

#### HONGKONG ELECTRIC'S NEW ISSUE.

At the general meeting to be held on March 16 next, the Directors of the Hongkong Electric Company, Ltd., will (subject to audit) propose a dividend of \$2.50 per share for 1927 and the issue as a bonus of 150,000 fully paid shares on July 1, 1928, in the proportion of one share to every two held in the Company. The new issue of shares will rank for dividend as from the date of issue.

vous system when the drug is withheld is just the same.

The recognition of these facts determined the nature of the treatment. First, it was necessary to find a remedy which, on the patient's being deprived of the drug, should restore artificially for several days the equilibrium of the two nervous systems.

Secondly, it was necessary to place the patient in a somnolent condition so that he might remain unconscious of the slight abstinent symptoms not fully eliminated. Both these objects were successfully accomplished.

#### Essential Points.

Only the essential points of the method can be discussed here. In the first place, the patient is given a sleeping draft which induces sleep for about 18 hours. The choice of the draft is anything but a matter of indifference; it must be remembered that, even in the earliest hours of the sleep, the absence of morphine causes turbulence in the body—a condition which finds chemical expression in the antithesis between acids and bases, as well as between potassium and calcium.

During the patient's sleep, I inject under the skin a compound of the chemical group of substances known to excite the nerves proceeding from the brain. This counteracts the excitement produced in the *nervus sympathicus* by the absence of morphine. A compound of substances had to be found which, though harmless, produced a maximum effect. The injection must be repeated several times during the sleep.

The process is so exact that, in the most various cases, it is possible to determine, with the help of the doctor, which of the two nerves is excited, the function of the organ is retarded; if the other is excited, its function is accelerated. In normal health, the two systems exactly counterbalance each other and preserve the proper equilibrium; with morphinists they do not.

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### TRAIN RUNS INTO LANDSLIDE.

#### MIDNIGHT FLIGHT OF PASSENGERS.

A London-bound train with sixty passengers on board ran into a landslide in a blinding snow-storm at Starbridge, Surrey, three-quarters of a mile north of Mortimer Tunnel, on Christmas Night.

Hundred of tons of earth and snow fell on the track, completely blocking both the up and down lines. The engine became embedded in the debris, and the train was derailed, and thrown off the line at an angle of 45 degrees.

Passengers were terrified, and some women became hysterical, but fortunately, no one was injured.

It was a night of intense darkness and Coulson, the nearest town, was two and a quarter miles away. Some passengers flung open the carriage doors and jumped out on the track. They found an enormous bank of earth piled many feet high in front of them. Everybody seemed to think that a collision had occurred. The guard and the fireman went along the train reassuring them.

Beatons by the Snow.

A few people started to walk along the snow-covered track to Coulson, but they were beaten back by the blinding snow-storm.

As soon as the Coulson station-master was informed, he jumped on his motor-cycle and raced through the snow to the scene of the mishap.

The stranded passengers were put into the motor-cars and the ambulance and driven along the snow-covered roads to Coulson North Station.

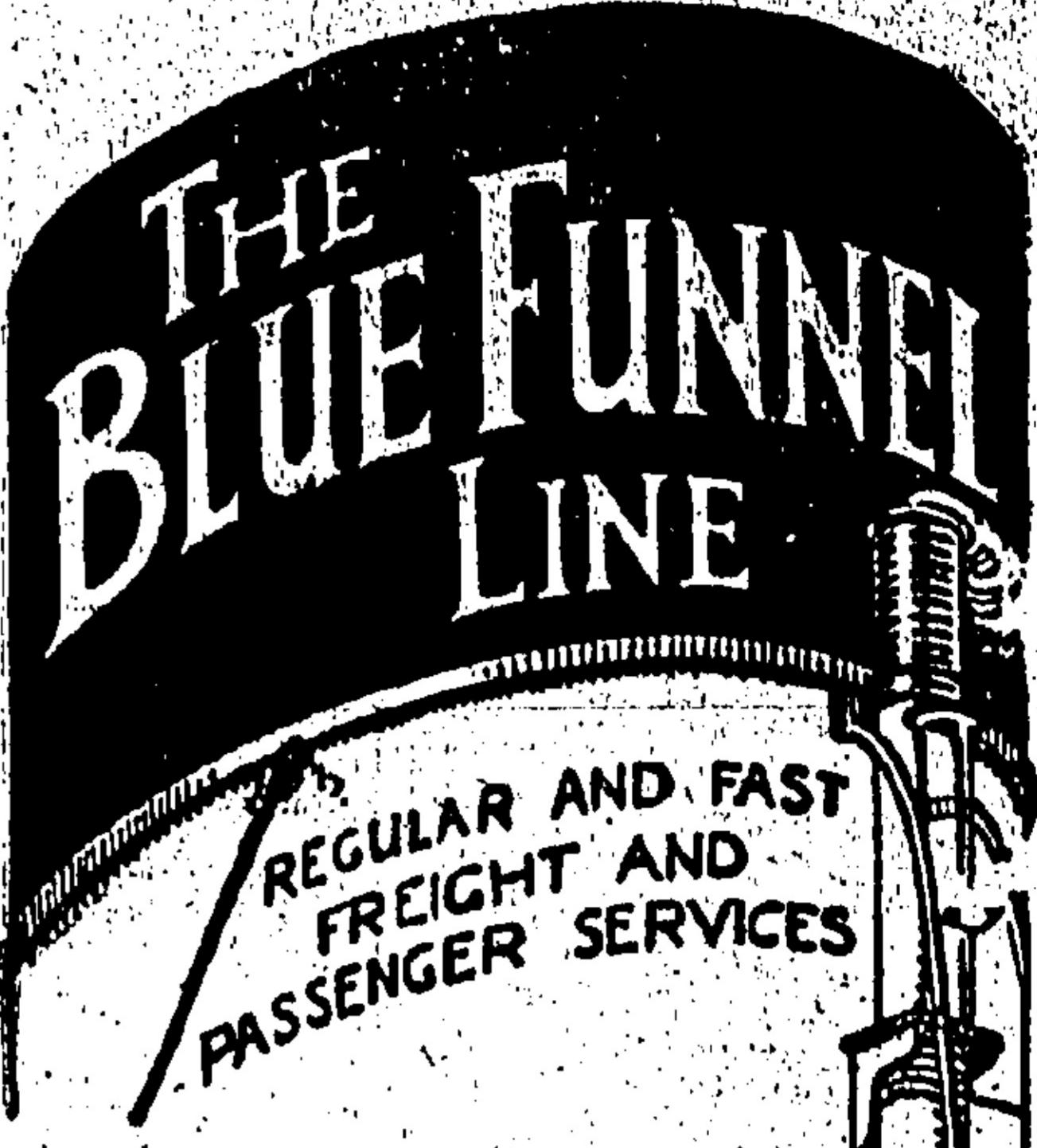
Here the waiting-room was like a scene from the play, "The Ghost Train." Porters lit up the fires, and while arrangements were being made for a special train to take the passengers to London, men and women stood round the fires, commiserating with one another and congratulating themselves on their fortunate escape.

Tea and coffee were sent to them, and after spending an hour on Coulson platform they were taken to Victoria. They reached London shortly after midnight, three hours late.

Breakdown Gangs.

Two breakdown gangs worked in the snow-storm all through the night trying to extricate the engine and the foremost coaches. After many hours of hard work they succeeded in detaching the rear coaches.

Starbridge, where the mishap occurred, is just outside the tiny village of Hooley. There is a steep cutting in the track, flanked by eighty feet high earth-banks. Owing to the heavy rain the land became dislodged, and suddenly fell on the track. Had the engine-driver not seen the mound of debris in front of him and been able to apply the brakes, the accident would have been more serious.



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Tokushima Maru (Moj Direct) ..... Saturday, 4th Feb.

Kashima Maru ..... Monday, 6th Feb.

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Hakone Maru ..... Monday, 20th Feb.

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TO TIENSIN	Waishing	Wed. 8th Feb at 5 p.m.
TO KOBE via AMOY & MOJI	Yuonsang	Sun. 12th Feb at 7 a.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Fooksang	Wed. 15th Feb at 7 a.m.
TO HOKKAIDO via AMOY, MOJI & YOKOHAMA	Hosang	Thurs. 23rd Feb at 7 a.m.
TO CANTON	Kwaisang	Satur. 4th Feb at 4 a.m.
	Cheongshing	Sun. 5th Feb at 5 a.m.
	Waishing	Sun. 5th Feb at 5 a.m.
TO STRAITS & CALCUTTA	Kutsang	Thurs. 9th Feb at 3 p.m.
	Kumsang	Wed. 15th Feb at 3 p.m.
TO SANDAKAN	Mausang	Thurs. 9th Feb at 3 p.m.

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## POLICE RETIREMENT.

### TWENTY-SEVEN YEARS SERVICE IN SHANGHAI.

Det.-Supt. John Burnside, of the Shanghai Police Force, is proceeding home on retirement.

Mr. Burnside, as a young man, was employed by the Refuge Assurance Co., Manchester, which company he left on November 9, 1900, to join the S.M.P.

In Shanghai, the young constable was placed on the roster on December 27, 1900. He soon won the confidence of his superiors and, in two years, was promoted to the rank of sergeant. After several years of traffic work, he was transferred to that department, and has, for the past 23 years, acted in various capacities in mufti. He was made detective inspector in 1916, and had charge of criminal detection at various stations, including Sinza, Hongkong, and Louza. Later he was transferred to Headquarters, where he rose to the rank of superintendent.

One of the outstanding events of his early days in Shanghai was the seizure and subsequent burning of Louza station, during the riots of 1905.

In spite of his many police duties, Supt. Burnside always found time to give vent to his athletic proclivities. When he arrived in Shanghai he took up football, cricket, tennis, and golf. Recently his outdoor sport was lawn bowls. He won the Junior Golf Club Singles' championship five times, was winner of Shanghai Open Championship, played on Championship pairs and links. He captained and skippered the first Interport team to beat Hankow on its own greens, and captained a winning team in Hongkong. Several cups, presented by the Lancastrian Association have been won in perpetuity by him.

Comrades of Mr. Burnside showed their appreciation of his character and friendship when they made him the recipient of a gold watch, chain, and gold pencil, the watch being inscribed as follows: Presented to Detective Superintendent John Burnside by his fellow officers of the Shanghai Municipal Police on his retirement, January 31, 1928.

## THE KUOMINTANG.

### WUHAN-NANKING PACT IS SOUGHT.

Shanghai, Feb. 3.

The 4th Plenary session of the Kuomintang opened at Nanking yesterday. It is stated that 27 were present. The object of the session is believed to be an endeavour to force the Wuhan clique to combine with the Nanking clique against the north, but no Wuhan or Canton military representatives were present at the opening of the 4th Plenary session, and it is considered probable that they will ignore any of its decisions.—Reuters.

Quo Tai-chi Resigns.

Shanghai, Feb. 3.

It is rumoured that Quo Tai-chi has resigned as acting Foreign Minister, but remains Commissioner of Foreign Affairs at Shanghai. It is expected that Hwang-fu will be appointed Foreign Minister.—Reuters.

The defendant gave evidence that the defendant was also a money-lender. He spoke of lending the money which he said had not been repaid.

His Lordship gave judgment for the plaintiff for \$100 with costs.

## OBITUARY.

### SIR P. W. BASSETT-SMITH.

The death is announced of Sir George-Admiral Sir Percy William Bassett-Smith, well known as a specialist in tropical medicine and a past-President of the Royal Society of Tropical Medicine and Hygiene. Sir Percy, who entered the Royal Navy as a surgeon at the age of 22, joined the Royal School of Tropical Medicine in 1889 and became Lecturer on Tropical Medicine and Bacteriology at the Royal Naval Medical School, Haslar, in the following year. He was afterwards Professor and Lecturer at the Medical School of the Royal Naval College, Greenwich, and became a Hanley-street Consultant on Tropical Diseases. He was created K.C.B. six years ago.

### M. Fernand Bertheaux.

A high official of the Ministry of Foreign Affairs, says a message from Paris, has been removed by the death of M. Fernand Bertheaux, who was Minister Plenipotentiary and Director of the Quai d'Orsay staff and accounts. His diplomatic career abroad was spent entirely in China. M. Bertheaux's death was tragically sudden. It occurred on December 31, while he was conferring with M. Peyron, Director of M. Briand's office. For the valuable and devoted services he had rendered to the country M. Briand had conferred on him the Cross of Commander of the Legion of Honour in the New Year promotions.

### Dr. G. H. Westcott.

Allahabad, Jan. 16. The death has occurred of the Rt. Rev. Dr. George Herbert Westcott, Bishop of Lucknow, and brother of the Metropolitan of India.

It appears that His Lordship was in good health till Sunday evening. He preached at the Cathedral, but suddenly took ill at night. The late Bishop of Lucknow was born in April, 1862, and was a son of the late Bishop Westcott of Durham. Educated at Marlborough and Peterhouse, Cambridge, (M.A.), deceased was ordained in 1886 and was appointed Assistant Master of Marlborough, 1886-89. He was next appointed a Missionary at Cawnpore, which post he held till 1920, when he became Bishop of Lucknow. He was Examining Chaplain to the Bishop of Lucknow in 1898, a member of Syndicate of the Allahabad University, 1896; Secretary of the Diocesan Board of Missions and S. P. G. and Diocesan Representative Cannon, Allahabad Cathedral, 1906.

### THE KUOMINTANG.

### MONEY LENT.

### TWO ITALIAN MONEY-LENDERS AT LAW.

In the Summary Court yesterday afternoon before Mr. Justice J. R. Wood, Nadhan Singh, Yuen Hong wharf, registered money-lender, sued Gopal Singh, 2, Anton Street, third floor, Wanchai, in respect of \$124 as money lent. The plaintiff claimed for \$60 advanced under an I.O.U. with \$24 interest at the rate of 2 per cent per month and in addition \$50 for money lent without a document. The defendant did not appear.

The plaintiff gave evidence that the defendant was also a money-lender. He spoke of lending the money which he said had not been repaid.

His Lordship gave judgment for the plaintiff for \$100 with costs.

## A TRAGIC DEATH.

### CIGARETTE END CAUSES BIG EXPLOSION.

Singapore, Jan. 27. A carelessly thrown away cigarette end, a terrific explosion, and the death of a youth of twenty! This is the sad fate that befell one of a merry party of several boys.

On January 11, six Chinese boys set out in a "koleh" on a fishing expedition in the vicinity of Tanjong Rhu. The sky was overcast at the time and it was not very long after they had begun fishing when a heavy shower of rain came down.

Finding themselves drenched and fearing the "koleh" would founder, the lads sought shelter in an empty motor-launch which was lying idly at anchor off Beach Road.

They began smoking and when the deceased had finished he carelessly threw the cigarette end into the launch. No sooner had he done so than a terrible explosion occurred, burning the unfortunate lad so severely that he died very soon afterwards.

The rest of the party, five lads fearing that the launch would burst into flames, immediately jumped into the sea and swam to a near-by sampan. Out of the five, four were burnt, two very severely. The fifth boy escaped injury.

### Policeman's Rescue.

A Marine policeman, who was on his rounds at the time, fortunately had seen the lads drifting in the craft. He immediately went to their assistance and, seeing the condition of the four boys, he took them to the station and thence to hospital, where two of the party are still being treated.

The Coroner's enquiry into the death of the boy who was killed by the explosion was held yesterday afternoon.

Giving evidence, the Japanese owner of the motor-launch stated that the boat had been lying at anchor off Beach Road for about a month and a half. During that period it had not been used.

The boat had two tanks. One contained benzine and the other kerosene. The benzine tank was of metal and had a proper stopper. He endeavoured to empty both tanks some time ago, but he was unable to drain all the benzine out and when he left the launch there was about a gallon left.

There was also a little kerosene in the other tank, which, however, did not take fire.

The benzine tank was damaged by the explosion. The engine in the launch burned both oils.

The Coroner returned a verdict of death by misadventure.

### PASSENGERS.

### ARRIVED.

Per P. and O. S. S. Malwa—Mr. Bourne, Mrs. do Havilland, Mr. and Mrs. Chow, Chel, Mr. Moti, Mr. Eldridge, Mr. Harrison, Sister Barr, Mrs. Cull, Mr. and Mrs. Allen, Mr. and Mrs. Miles, Miss Lohman, Mr. Chang, Prof. Moquid, Duchess de Leuchberg, Mr. Tao, Mr. Seager, Lt.-Col. Garvey, Mrs. H. H. Mackenzie, Mr. R. Bigazzi, Mr. Robinson, Mr. and Mrs. Brearley, Mr. Beatty, Rev. A. Faunt, Mr. Marshall, Mr. D. Mitchell, Mr. C. Ke, Dr. F. Nield, Mr. Wu Chang-fu, Mr. Cen Cie Gie, Mr. J. M. Hao, Mr. Woo Hoo, Mr. D. Chen, Mr. Wong, Mr. H. Henrickson, Mr. and Mrs. Paskova, Miss Paskova, Miss Grantham, Miss Clancy, Miss Beattley, Miss Guthrie, Miss Morgan, Mr. T. Graham, Mrs. C. Roehl, Dr. A. Poop, Mr. W. Smalley, Capt. L. Williamson, Mr. J. McGregor, Mr. and Mrs. Foo, Miss Roe, Mr. R. Masters, Mrs. Beatty, Maj. General and Mrs. Duncan, Miss Duncan, Mr. T. Givens, Mrs. Conlon, Comdr. B. Whetham, Rev. E. Rigden, Gnr. T. Doyle, Mrs. Lindsay, Mrs. A. Marshall, Mr. J. Brightton, Miss D. Broadfoot, Mr. W. Taylor, Miss Fryth, Mr. Burnsides, Mrs. Curtis, Miss Curtis, Lt. Comdr. Seaman, Mrs. Fenton, and 2 children.

Mr. F. Moret, Capt.

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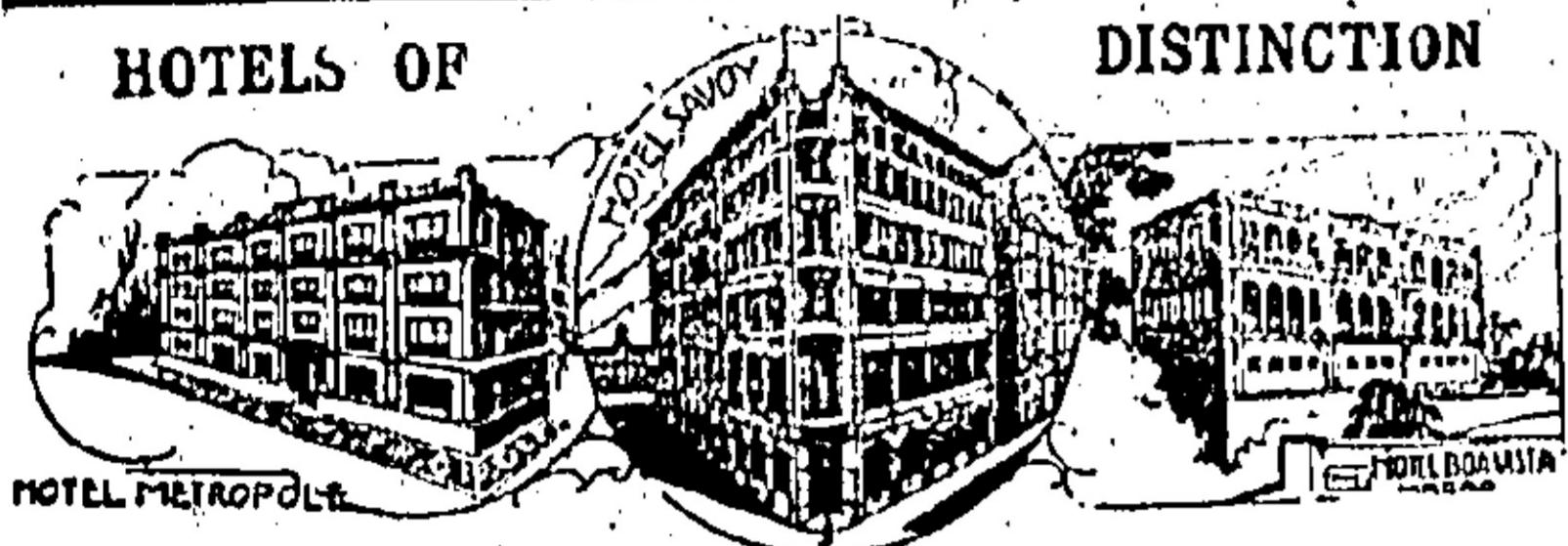
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Arthur E. Odell, Managing-Director.

**POSTMAN'S PENSION.****LORD WOLMER'S ANSWER TO  
PROTESTS.**

Mr. C. G. Ammon, M.P., as an official of the Union of Post Office Workers, has received a letter from Viscount Wolmer, Assistant Postmaster-General, regarding John Hammond, the Kilburn supervisor-postman who was bound over recently for stealing a ten-shilling note from a letter and lost his position and pension.

Protests were made that it was an injustice that Hammond, who is 69, and had 38 years' service, should be deprived of his gratuity of £390 and pension of £2,15s. a week. Hammond's wife died of shock as the result of the proceedings.

Lord Wolmer, in his letter, states: "The theft for which he was actually prosecuted was not by any means an isolated offence. He

himself admitted that for about a month past he had been taking letters from the post and stealing any currency notes contained in them, and there are strong grounds for suspecting that his theft extended over a much longer period.

"I am having the facts fully reported to the Treasury, but I know of no precedent for the granting of a gratuity or pension to an officer who has been dismissed from the Service in such circumstances, and I doubt very much whether an exception can be made or justified in this case.

"It seems clear that Mr. Hammond entered on a carefully calculated course of action, knowing full well what he was doing and what the consequences of detection must be."

Mr. Ammon stated last night: "My contention that gratuity and pension are in the nature of deferred pay, and should not be withheld under any circumstances, has yet to be answered by the Treasury.

That is an important principle."

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at 1 and 3, Wyndham Street, in the City of Victoria, Hongkong.

**ENCOURAGING SIGNS  
IN BRITAIN.****SERIOUS DESIRE FOR MUTUAL  
CONFIDENCE.**

London, Feb. 3.—Sir Austin Harris, presiding at the annual meeting of Lloyds' Bank, endorsed the opinions which have been expressed by the chairman of other big London banks regarding the encouraging trade prospects.

He added: "Two features of a very gratifying nature stand out as beacons of encouragement and hope." One, he said, is the marked decrease in the number of unemployed and the other is the comparative freedom during the past twelve months from serious labour disputes and strikes.

He thought it was becoming recognised that a greater feeling of mutual confidence was growing between employers and employed to the great advantage and benefit of both.

The very encouraging spirit of conciliation and goodwill on the part of some of the prominent leaders of trade unions had been evidenced by their speeches, and he believed they would discern a serious desire on the part of responsible men to do everything possible to avoid the disastrous recourse to a strike.—*British Wireless.*

**ALLEGED GANG OF  
KIDNAPPERS.****TWO WOMEN CHARGED THIS  
MORNING.**

Two Chinese women were charged before Major C. Willson, this morning, with harbouring three children under the age of twenty-one, without the consent of their parents.

Sergeant Fitches, who prosecuted, asked for a remand in police custody, explaining to the Magistrate that the women were connected with a gang of kidnappers who murdered the children's parents in the country.

In answer to a question by the Magistrate, Sergeant Fitches stated that the children's ages were 14, 13 and 7 years.

A remand in police custody, for three days, was granted.

**LABOUR GOVERNMENT  
ADVENT.****NORWEGIAN DEFENCE  
FORCES REDUCED.**

Oslo, Feb. 3.—The new Labour Government has signalled its advent by submitting to the Storting, the Norwegian Parliament, Bills cancelling military training in 1923, restricting naval training, reducing the Army Estimates by 4,500,000 kroner, and the Navy Estimates by over 750,000 kroner.

It has also withdrawn the Bill put through by the previous Government providing for the construction of a new destroyer.—*Reuter.*

The *Gazette* notifies the rescission of the order declaring Sourabaya an infected place.

**HOW MUCH DO YOU KNOW?**

The following are the replies to to-day's questions:

1. A mineral sought by alchemists that would by contact transmute the base metal into gold. 2. Virgil, Sir James Harris, George Washington, Franklin, Lincoln. 3. Atmospheric pressure. 4. Columbus' first voyage to America, which they financed. 5. Six and eight-pence was the value of a small gold coin of the period (St. John's 8d.). 6. Clark to the Admiralty. 8. William of Wykeham. 9. Between the ground and first floor. 10. A mixture of ale and gin, popular drink in Cornwall. It consists of a pint of ale and a pint of gin. King Athelred of Kent was already married to Bertha, a French Christian princess. 12. "As You Like It." "Gymbaline." "Othello." 12. "Julius Caesar." "Much Ado about Nothing." "The Winter's Tale."

13. The *Woolwich Standard*.

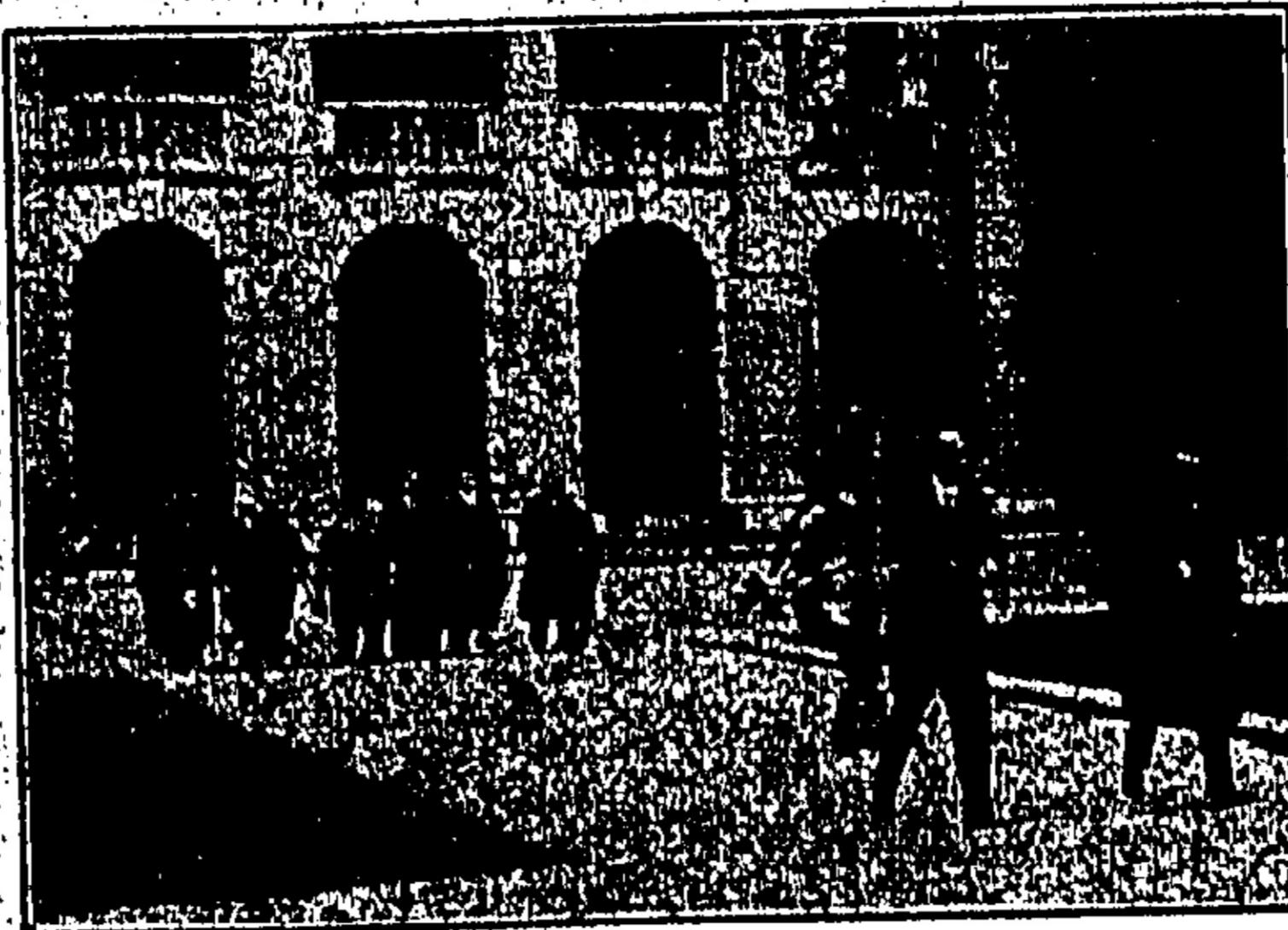
**STOP PRESS.****"BELGENLAND" MELEE IN  
SHANGHAI.**

Shanghai, Feb. 4.

The sojourn of the tourists from the a.s. Belgenland was uneventful until this morning, when a fracas occurred in the Chinese city in which several tourists were concerned.

One of them apparently mistook a private ricksha for a public vehicle, and argued. A melee followed, and a large crowd, collecting the affair threatened to assume still graver proportions.

The trouble was averted by timely police intervention.

**YESTERDAY'S CENOTAPH CEREMONY.**

Colonel Hayley Bell, President of the Esma Club, and Mr. G. K. Hall Bruton, President of the local branch of the British Legion, conveying wreaths in memory of the late Earl Haig to the Hongkong Cenotaph yesterday. (Photo: Welcome Studio.)

**POIETES MAINOMENOS.**

[Being a recently-discovered fragment of a Greek Tragedy, of which the argument would appear to be that the author had been removed from the free list of the organ of his Demos.]

**DRAMATIS PERSONAE**

1st. Officer Coolie.  
2nd. Officer Coolie.  
3rd. Officer Coolie.  
1st. Reporter.  
2nd. Reporter.  
Hemi-chorus A of Readers.  
Hemi-chorus B of Editorial Staff.

SCENE: A Blasted Newspaper Office.

1st. O.C. The wind blows chill to-night.  
2nd. O.C. 'Tis even so!  
Something within me speaks of brooding woe.  
1st. O.C. 'Tis such a night as those when mighty kings  
Have passed!  
2nd. O.C. Of Earth has heard the beating wings  
Of the Death Angel passing overhead.  
3rd. O.C. Say, bo, that's sure a mouthful you have said!

STASIMON A  
(Readers)

Cometh a woe!  
Cometh a tear!  
Can it be so?  
Truth do we hear?  
That the biggest purveyor of Inners no more will cause  
Bulls to appear?

Hemi-chorus B  
(Editorial Staff)

Gone is the free  
Copy from now!  
So it must be!  
Need we say how

Firmly we take back the guerdon which estwhile  
be-laundered his brow?

ANTISTROPHE A  
Full Chorus

'Tis said that opportunity  
Comes once to every man,  
And if by misfortune it he  
Neglects to grasp, he can  
No more expect  
The prize to gain;  
His fortune's wrecked!  
Eternal pain  
Await him when he ponders on what will not remain.

1st. Repr. Tell me quite plainly what it is you mean.  
Out-Reuter Reuter! Tell th' unvarnished truth.

2nd. Repr. My tongue shall wander by no devious paths

Such as my pen must travel when I write

For publication in the *Telegraph*,

To cut it short, our poet's got the sack!

He's got the sack? And what does it contain?

2nd. Repr. Nothing whatever! That is just the point.

STASIMON B  
Full Chorus

Tell us some more!  
What did he write?

Hemi-chorus B  
Save his peculiar humour and then what he wrote wasn't right!

Some we'd change,  
Some we'd discard.

This he thought strange,  
Even thought hard,

As that we discarded was priceless, and that which we altered  
we marred.

ANTISTROPHE B  
Full Chorus

Strange how the Gods delude the folk  
Whom they intend to smite.  
Time was they pampered this poor bloke  
And egged him on to write.

But when he sought to scale the road  
Towards Parnassian crags,

He paid the debt to Fate he owed!

He found it full of snags!

To scribe an Inner or a Bull  
Demands an art correct.

It needs must be of humour full,

And yet be circumspect.

No vested interest must be.

Attacked theron; of course;

And yet a slice of deviltry.

Must lend it point and force.

He failed therein. Ah, how he failed!

He did not chuck his stuff.

The lampas that hope had lit have paled,

He was not bright enough!

No copy (free) shall now afford

His literary food,

In future at his hearth and board

O' nights despair shall brood.

1st. O.C. They speak of matters far too high for me,  
I cannot even do a cross-word puzzle!

2nd. Repr. Then hold thy peace, nor with ill-omened tongue

Lollops across the path of might-have-been.

Hemi-chorus B  
What will he do  
Wrapped in despair?

Will he now sue

With promises fair  
Olympian Editors, swearing henceforth he will take  
greater care?

Hemi-chorus A  
This, if 'tis so  
Lies 'neath Fate's veil.

At such a blow  
Strong men might quail.

\* And, yet, peradventure, it might be each night he will  
purchase the *Mall*.

CETERA DESUNT.

\* Note:—We publish this without censoring to show the depths to which the artistic temperament can descend, when peevish—  
Ed. H.R.T.

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the thrilling SEA BATTLE—EXULT! with  
him in a thousand and one glamorous, gor-  
geous, breath-taking scenes—COME and SEE  
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in the cast—At a cost of over \$4,000,000—  
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